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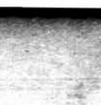

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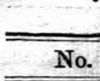

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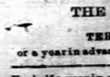

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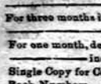

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——Rivers and Torrents and Navigable Canals	1 14
Modern Society. By Catherine Sinclair	1 8
Modern Accomplishments. By ditto	1 8
Quits. By author of the Initials	2 12
Bannatyne's Examination Questions. Part 1. For Lieutenant	3 12
——Part 2. For Captain.....	4 8
Waverley Novels, complete in 5 vols.	37 12
Good Words, Vol. for 1861	5 12
Plays.—The Charcoal Burner. The Broken Sword. Esmeralda. Dido. Ambrose Gwynet.—each	0 8
The Roman Missal. (Morocco bound)	5 0
Braithwaite's Retrospect. Vol. 45—Jan. to June 1863	4 8
The Photographic Reading Girl	1 8
Delaroche's Pocket Books in great variety.	
Swan Quills such as have never heretofore been seen in Bombay. Per bundle of 25	7 8
Salsons and Trout Gut. Per hank, Rs. 4½ and	3 0
A reel, with 100 yards best line	45 0

39, Medow Street. CHESSON & WOODHALL.

HERBERT & Co.—RAMPART ROW.

SILVER PLATE AND ELECTRO SILVER WARE.

HERBERT & Co. beg respectfully to solicit the attention of residents in Bombay and at Outstations, to their unequalled Stock of Articles for the Table, comprising every description of Cruet, Pickle, Egg, Breakfast, and Tiffin Frames, Toast Racks, Muffineers, Salt-cellars, Butter Tubs, Coolers, &c.., in a dozen, different varieties, Egg Warmers, Bread Baskets and Platters, Tea and Coffee Services, Side Dishes, Vegetable Dishes, of the newest patterns, Steak, Carry and Chop Dishes, Patent Urns, for making Tea or Coffee, Sugar Vases, Tea Salvers and Waiters, newly designed Crumb Brushes, Bread Knives, Dish Covers, Covers of every size for Glasses and Cups, &c., Fish Carvers of new patterns, well adapted for presents, Chocolate Bowls, also useful for Broth or Soup, Drinking Cups and Mugs, Ang-dauns, *(or fire-holders for lighting Cheroots, &c.)*, Claret Jugs, Wine Flagons, Goblets, Sauce Boats, Candle sticks, Candelabras, Table Candlesticks; Chamber do., Flower Vases, Cigar Cases, Flasks, Hotwater Plates, Presentation articles for Wedding gifts, Birthday gifts, &c. &c., Ice Tongs, Marrow Scoops, and all the articles included in "*sets*" of Table Forks and Spoons, &c., including the "Prince of Wales" pattern. Novelties in Electroplate received by every Overland Mail direct from the makers.

SETS OF SILVER KNIFE, FORK, SPOON, AND MUG.

In several handsome and elegant patterns, richly chased or engraved, and highly finished. In morocco case, silk and velvet lined. From, Cash..... Rs. 60 to 100 0

SETS OF SILVER KNIFE, FORK, SPOON AND PLATE.

Beautifully engraved and ornamented and very highly finished. In cases as above. From, Cash ..... Rs. 70 to 115 0

SETS OF SILVER KNIFE, FORK AND SPOON.

In great variety, plain or engraved, and of the best finish. Fitted in handsome morocco cases silk and velvet lined. From, Cash Rs. 15 to... 35 0

LADIES' SILVER INKSTANDS.

Small Silver Inkstands, suited for Ladies' Davenports, with Silver Scallop Shellstands, and coloured glass Ink bottles, with sliding tops, Cash ..... Rs. 25 0

SILVER CIGAR CASES.

Very rich Silver Cigar Cases, with hinge and spring catch, elaborately engraved or chased, and very highly finished, with scroll for engraving crest or initials. From Cash Rs. 45 to 60 0

SILVER ELECTRO-PLATED TEA AND COFFEE SETS,
CONSISTING OF
One Silver Electro-plated Tea Pot.
One Silver Electro-plated Coffee Pot.
One Sugar Box, *gilt inside, with Cover.*
One Milk or Cream Jug, *gilt inside, with Cover.*
From Rs. 60 the entire set. Cash.

LUND'S PATENT LEVER CORKSCREW.
Complete Rs. 3 each. Cash.
The above is of the simplest construction—very strong, and is warranted to draw every Cork neatly without effort or labour on the part of the drawer.

WINE AND SPIRIT FLASKS.

A strong serviceable Flask, covered with Wicker, with double screw-on Patent tops, the outer one forming a small drinking cup.
From Rs. 5 to Rs. 6 each. Cash.

PRINCE OF WALES' pattern Sugar Sifters, beautifully finished and gilt. Rs. 6.

ICE TONGS of best silvered plate, tastefully ornamented. Rs. 5.

MARROW SCOOPS, extra strong, thickly coated with silver. Rs. 4.

TOAST RACKS of novel patterns. Rs. 7 to 25.

DESSERT, OR FRUIT KNIVES AND FORKS.

Square Mahogany Box, containing 12 Knives and 12 Forks, silvered blades, and prongs, with best Ivory handles, all neatly fitted up with blue lining, lock and key complete... 50 0

MAHOGANY MOULDED BOX, containing 12 Knives and 12 Forks, silvered blades, &c. with plain mother-O'pearl handles 90 0

MAHOGANY MOULDED BOX, similar to the above, but with richly engraved and chased blades and prongs 120

N. B.—The two last Boxes contain each a large knife and fork, to match, for cutting open pines and large fruit.

MAHOGANY BOX, with two inner Trays, holding 18 pairs of highly finished Dessert Knives and Forks, richly engraved and chased blades, thickly silvered, the handles of mother O'pearl..... 175 0

ANOTHER BOX FITTED UP as the above, with 18 pairs best Dessert Knives and Forks, but of larger size and of richer design..... 190 0

ROYAL PATENTED IVORY SECURE-HANDLED TABLE CUTLERY.—Especial attention is invited to the SECURE IVORY-HANDLED AND BALANCE SHEFFIELD TABLE CUTLERY, which is universally admitted to be *superior to all others.*

In this invention the *tang*, or continuation of the blade, is carried inside quite through *to the end of the handle*, and is there secured by a screw.

It is impossible for the handle to become separated from the blade, either by the action of heat, or by the effects of being washed in hot water, or from wear and tear.

The Sheffield Steel of which the blades are manufactured is of the very best quality, and the fine Ivory handles are in the most *perfect style of manufacture*:—

Table Knives..... per dozen Rs.	22 0
Dessert Knives ..... „	17 8
Meat Carvers, one knife and one fork, per pair ... „	7 0
Game or Poultry Carvers, ditto..... „	7 0

N.B.—It is known throughout India that this maker's Cutlery is fully up to the guarantee given with it, and is superior to all others. H. & Co. import only one quality, the above.

HOT PLATES, either for water or sand, the lower portion being made of pewter, it is not liable to breakage, and the plate is fastened on by a *guide catch* keeping the two portions together, each complete Rs. four..... 4 0

OVAL FLUTED pattern similar to the above, but of ornamental shape and finish. The dish complete, comprising the lower dish with hot water compartment—the middle dish and the cover with a shifting handle (forming another dish) 20 0

N. B.—The above two kinds of dishes are made of cheap metal, which keeps a white polish.

ROUND DISHES, Electro silvered in three pieces.—Viz., the hot water well or stand; the middle part or dish; and the cover..... 40 0

ROUND DISHES, Electro silvered upon white hard metal highly ornamented, and of a superior quality, in three pieces as those first mentioned; but having a divider to fit loose into the upper dish, forming three spaces for vegetables, &c., if required. Each Rs..... 70 0

SMALL DISHES, suitable for Chops, Cutlets, Muffins, &c., composed of three pieces, i. e., warmer on feet with two handles, inner plate fitting tight on the warmer, and cover with shifting handle. Each Rs..... 50 0
*** Four of the above form a very neat set of Vegetable Dishes.

BUTTER POTS, glass, with plated under dish and cover, with ornamental knob, opaque crystal, green, canary color, &c., round and oval, from Rs. 8, 10, 12, to..... 18 0

BUTTER COOLERS, all kinds and descriptions.
Farm pattern, cage pattern, lion, royal, strawberry, &c., most elegant designs and of the first quality, Rs. 18, 20, 23, 25, 28, to 30 0

BEST ELECTRO-SILVER PLATED SPOONS AND FORKS.

The Spoons, Forks, &c. &c., of all the patterns mentioned below, are of the very best manufacture. The fabric of every article is of the best quality of German Silver, massive in make, and thickly coated with a deposit of pure silver, which will be found, under ordinary care, to wear well for years :—

PATTERNS.

	Plain.	King's	Albert.	Lilly.	Linear.
	Rs.	Rs.	Rs.	Rs.	Rs.
Table Forks per doz.	27	42	42	40	36
Dessert Forks „	22	33	33	32	30
Table Spoons „	27	42	42	40	36
Dessert Spoons „	22	33	33	32	30
Tea

Commercial.

BOMBAY DAILY BILL, SHARE, STOCK, AND FREIGHT LIST.

BOMBAY GAZETTE OFFICE,
Wednesday, 27th May 1863.

EXCHANGE.

On What Place.	Terms.	Rates.
London Banks	6 months' sight	2s. 0¼d.
Do. Credits	Do. do.	2s. 1d.
Do. Documents	Do. do.	2s. 1 1/16 to 2s. 1¼d.
Calcutta	At sight	98½
Madras	30 days' sight	99
China	60 Do. do.	225 per $100

SHARES.

Names.	Paid up.	Last Half-yearly Dividend.	Rates
BANKS.	Rs.		[ex divd.
Agra Bank	500	5 per ct.	109 per ct. pm.
Bombay Bank	1,000	4½ do.	1350 prem.
Central Bank	250	2½ do.	14 prem.
Commercial Bank	500	4 do.	32 ex divd.
Chartered Bank of India, A. & China	200	2½ do.	20 prem.
Chartered Mercantile Bank of India London and China	250	5 do.	92 prem.
Oriental Bank Corporation	250	8 do.	125 per ct. pm.
Madras Bank	1,000	4½ do.	102 prem.
Pazza Cos.			
Apollo Press Co.	11,000	1,800 per share	Rs. 23,000 p.sh.
Colaba Press Co.	2,700	300 dr.	Rs. 6,000 p.sh.
Hydraulic Press Co.	4,000	350 per share	Rs. 250 dis. nom.
Nipissimo Land & Press Co.	6,000	225 per share	Rs. 4,800 p.sh. pm.
RAILWAY COS.			
G. I. P. Railway Co.			
Consolidated Stock	218-3-0	per ct.	Rs. 4 disct.
Do. New £20 shs.	130.14.6	2½ do.	Rs. 8 disct.
Bombay Baroda & C. I. R. Co.	1,000	2½ do.	Nominal.
SPINNING & WEAVING COS.			
Bombay Spinning & Weaving Co.	5,000	1,000 per share	500 disct.
Great Eastern Spinning & Weaving Co.	1,100	.....	Rs. 350 disct.
Manockji Petit's Spinning & Weaving Co.	550	.....	Rs. 110 disct.
Oriental Spinning & Weaving Co.	2,500	450 Rs. p. share	Rs. 700 pm.
Royal Spinning and Weaving Co.	1,500	.....	Rs. 400 disct.
Victoria Spinning Co.	5,000	.....	Nominal.
Bombay United Spinning & Weaving Co.	4,500	.....	Ditto.
Jafar Alee Spinning and Weaving Company, Limited	125	.....	Ditto.
Bonanjee Wadia Spinning Co.	5,000	.....	
Colaba Land Co.	10,000	Rs. 100	Rs. 25,000.
Tyrostie Mill Co.	4,000		Rs. 500 disct.

GOVERNMENT SECURITIES.

Four Per Cent. Transfer Loan	104
Loan 1835-36	98½
" Loan 1842-43	98½
Loan 1854-55	98½
New Five per Cent. Loan	107½
Five and a Half Per Cent. Loan	117

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-4½
Bank of England Notes	" 10-3
Spanish Dollars	" 240
Cavalus	" 299
Mexican Dollars	" 225
German Crowns	" 213
Five Franc Pieces	" 205
Bar Silver	" 106½
Gold Leaf	" 16-7

FREIGHTS

To Liverpool (Cotton)	£2 15s. 0d. to £3 5s. 0d.
" (Seed)	£2 5s. 0d. to £2 7s. 6d.
To London (Cotton)	£2 10s. 0d. to £2 17s. 6d.
" (Seed)	£2 15s. 0d. to £2 17s. 6d.
To China	
To Clyde	No enquiry.
To Hull	
To Calcutta and back	Rs. 20 offered.

(PRICES CURRENT (26th May 1863.)

COTTON at Colaba		Per candy.
Broach and Surat New (ready.)	Rs.	470 to 471
New Dhollera, (ready.)	"	459 to 460
New Bowsaunee, (ready.)	"	460 to 461
New Oomrawuttee	"	415 to 420
Old Compta	"	420 to 431
Old Dharwar Fine Cleaned	"	525 to 530
New Barsee, and Nuggur	"	422 to 425
New Veravul	"	420 to 425
New Khandeish	"	410 to 445
New Paruchee	"	440 to 451
New Accote	"	425 to 427
New Mangalore	"	435 to 437
OPIUM—Malwa, Rs. 1,570 to 1,575.		
SEEDS—Linseed, Khandeish ...at Rs.		6-7 to 6-8 per cwt.
Rapeseed, Guzerat		7 2 to 7 4
Gingelly mixed (Black and White)	"	32 to 33
Niger	"	37 to 38

Banks.

THE AGRA AND UNITED SERVICE BANK, (LIMITED.)

ESTABLISHED IN INDIA, 1833.
Incorporated by Royal Charter.
HEAD OFFICE.....LONDON.
BRANCHES AT CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, KURRACHEE, UMRITSUR, SHANGHAI, HONG-KONG, EDINBURGH, AND SYDNEY.
SUBSCRIBED CAPITAL, £2,000,000 (TWO MILLIONS STERLING.)
PAID-UP CAPITAL, £1,000,000 (ONE MILLION STERLING.)
RESERVED FUND, £192,658 17s. 8d. Rs. 19,26,588 13s. 4p.

The Bombay Manager grants drafts on London on demand and at from one to six month's sight; also Circular Notes negotiable in Egypt and the Continent of Europe.

The following are the current rates of Exchange :—

On London at 6 months' sight		2s.	0¾d.
"	4 months' sight	2s.	0¾d.
"	3 months' sight	2s.	0¾d.
"	2 months' sight	2s.	0¾d.
"	1 month's sight	2s.	0¾d.
"	On demand	Is.	11¾d.
Circular Notes		Is.	11¾d.

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Umritsur, Hong-kong, Shanghai, and Sydney.

INTEREST ALLOWED.

1. On Floating, or Current Deposits, payable on demand of not less than Rs. 1,000 or more than Rs. 50,000, 2 per cent. per annum.
2. On Fixed Deposits at 3 months' notice, 3 per cent. per annum.
3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.
4. On Fixed Deposits at 12 months' notice, 5 per cent. per annum.

Fixed Deposits may generally be availed of for the Bank's Bills on London without notice.

Notice of withdrawal can be given at the time of depositing the money, or at any time thereafter.

Interest is credited to Deposit accounts half-yearly.

No Interest allowed on Current Account Balances over Rs. 50,000, unless by special agreement.

The Funds of all public bodies connected with the Services and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at its highest rate of interest for the time being subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Bank should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable*

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes the Interest and Dividends, for which a charge will be made of ¼ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ¼ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, (Limited), or order, and the letters should plainly state distinctly the name of the person to whom the Remittance is to be made (*if to a Lady her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

NOTICE.—The Bank will obtain registry of Promissory Notes of the several Loans of the Indian Government, and Enfacsomint for payment of the Interest in London.

Drafts for interest on such Government Promissory Notes, on the Treasuries of Calcutta and Madras, will be received for encashment at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address "*The Manager of the Agra and United Service Bank, (Limited), Bombay*" and to make all orders or Hoondies payable to him.

A Branch of the Bank has been lately established at Sydney, New South Wales, (Mr. Alexander Campbell, Manager) for the transaction of business in all its Branches.

H. B. MACCULLOCH, Manager.

Bombay, 8th May 1863.

CENTRAL BANK OF WESTERN INDIA.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000 and, not exceeding Rs. 50,000, repayable on demand, at 2 per cent per annum.

On Deposits for 3 months certain 3 per cent per annum.
Do. " 6 " " 5 " "
Do. " 12 " " 6 " "

EXCHANGE.

Bills on London, at 6 months sight		2s.	0¼d. per Rupee.
Ditto	at 4 ditto	2s.	0¼d. do.
Ditto	at 3 ditto	2s.	0¼d. do.
Ditto	at 2 ditto	2s.	0¼d. do.
Ditto	at 1 ditto	2s.	0¾d. do.
Ditto	on demand ditto	1s.	11¾d. do.

Drafts at 6 months' sight are not granted for less than £5. and amounts under £20 are only drawn for payable on demand.

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest or Dividends, or on proceeds of Securities by Sale, ¼ per cent. commission charged, if the amounts be paid in India, if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody, ¼ per cent. Commission

Hours of business ..... 10 A.M. to 4 P.M.
Saturdays ..... 10 A.M. to 1 P.M.

EDWIN HEYCOCK, Manager.

Bombay, 15th May 1863.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN, (LIMITED.)

APITAL ONE MILLION STERLING, IN 10,000 SHARES OF £100 EACH.

Paid-up Capital—£644,000.

Head Office—16, Corkhill, London.

BOARD OF DIRECTORS.

Chairman.
JAMES NUGENT DANIELL, Esq.
Deputy-Chairman.
RICHARD SPOONER, Esq., (late Commissioner of Customs, Bombay.)
WILLIAM FREDERICK BARING, Esq.
THOMAS COTTERELL, Esq.
J. HENRY REYNELL DE CASTRO, Esq.
PHILIP SHORE FLETCHER, Esq.
WILLIAM HARRISON, Esq.
DSANE J. HOARE, Esq.
HENRY YOUNG, Esq., (late Chief Secretary to the Government, Bombay.)

Bankers.
LONDON.....The Bank of England.
Do. .....The Alliance Bank of London & Liverpool, (Limited,) 5, Lothbury.
LIVERPOOL .....The Alliance Bank of London & Liverpool, (Limited.) "The Albany."
SCOTLAND.....The National Bank of Scotland.
IRELAND .....The National Bank.

The Bombay Branch has been opened for business in the premises lately occupied by the Bank of Bombay.

The Manager grants drafts at the following rates of Exchange :—

On London or Liverpool at 6 months' sight		2s. 0¾d.	per Rup.
" " " "	4	do. 2s. 0¾d.	do.
" " " "	3	do. 2s. 0¾d.	do.
" " " "	2	do. 2s. 0¾d.	do.
" " " "	1	do. 2s. 0¾d.	do.
On Scotland	On demand	Is. 11¾d.	do.
On Ireland	do.	Is. 11¾d.	do.

On Scotland ..... } On demand ...Is. 11¾d. do.
On Ireland ..... }

Drafts on *the Bank of England*, on *Scotland* or *Ireland* are issued payable *on demand* only.

To prevent disappointment to persons at a distance who may purchase the Bank's Bills on Europe, the Manager will, whenever so desired, forward the first of exchange direct on being furnished with the address of the person to whom the Bill is to be sent. *In all instances where a Bill is required in favor of a lady, her Christian name must be given in full.*

The Bank is prepared to negociate drafts payable in London or Liverpool, and will also purchase or grant Bills payable in Calcutta.

CURRENT ACCOUNTS.

Interest allowed at 2 per cent. per annum on balance exceeding Rs. 500 and not more than 50,000, and 1 per cent. per annum on balances exceeding Rs. 300 and not more than Rs. 500.

Interest is not allowed on balances of more than Rs. 50,000 except by special arrangement.

FIXED DEPOSITS

Subject to 12 months' notice of withdrawal 6 ¾ cent ¾ ann.

Do.	9 do.	do.	¾ do. do.
do.	6 do.	do.	5 do. do.
do.	4 do.	do.	4½ do. do.
do.	3 do.	do.	4 do. do.

Notice of withdrawal may be given either when the money is deposited or at any future time, if the deposit be absent in the Bank's draft on Europe, the notice of withdrawal will *generally* be dispensed with.

The Bank reserves to itself the right of paying off or of modifying the terms of Fixed Deposits, on giving one month's notice.

Deposits of Rs. 100 and not exceeding Rs. 50,000 are received by the Bank subject to 15 days' notice of withdrawal on either side, and interest allowed thereon at 2 per cent below the Bank of Bombay minimum rate of discount, rising or falling therewith, but in no case will a higher rate than 5 per cent. be allowed on Deposits of this class.

Current money shall have been lodged 15 days prior to the Notice of Withdrawal no interest will be allowed.

Government Paper and other Securities received for safe custody, and the interest remitted by the Bank's draft free of charge.

The Bank will procure enfacsiment of Government Paper on account of Constituents, and forward the same to the Head Office without charge.

It is particularly requested that all orders or Hoondees may be made payable to, and all communications addressed

"*The Manager, Bank of Hindustan, (Limited,) Bombay.*"

R. E. W. BAKER, Manager.

Rampart Row, 7th April 1863.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

THE Bank grants Drafts on London, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange :—

On London, at 6 months' sight		2s.	0¾d. per Rupee.
" " 4	do.	2s.	0¾d. "
" " 3	do.	2s.	0¾d. "
" " 2	do.	2s.	0¾d. "
" " 1	do.	2s.	0¾d. do.
" On demand		Is.	11¾d. "
On Scotland	do.	Is.	11¾d. "
On Ireland	do.	Is.	11¾d. "

Circular Notes payable throughout Europe. Is. 11¾d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.

Drafts are also granted on Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

The Corporation purchase or collect Bills payable in Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

DEPOSITS.

The Corporation receive Deposits on the following terms :—

payable on demand, in sums of Rs. 100 and upwards		2	per ct. per annum.
Do. in one sum, at 3 months' notice		3	"
Do. do.	6 do.	4	"
Do. do.	12 do.	5	"

No interest allowed on Deposits under Rs. 1,000, nor on deposits over Rs. 50,000, *unless by special arrangement.*

REMITTANCE.

The Corporation undertake to remit money to Europe by each Overland Mail free of charge.

Parties are requested to make all Orders or Hoondies payable to "*The Oriental Bank Corporation or Order,*" and to state distinctly the name and address of the person to whom the Remittance is to be made. (*if to a Lady, her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

COMMISSION.

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay, is ¼ per cent. on the amount invested or realized, and on the collection of Bills, one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw Interests and Dividends on the same as they fall due, on the following terms :—

If to be remitted through the Corporation ..... Without charge.
If to be paid in India, a Commission will be charged of ..... ¼ per cent.
On returning Government Paper out of safe custody ..... ¼ per cent.
Hours of business ..... 10 to 4 o'clock.
Saturday ..... 10 to 1 do.

KURRACHEE SUB-AGENCY.

Messrs. Finlay and Co. will grant Drafts on the Corporation & negotiate Bills payable in London and Bombay.

Bombay 7th May 1863.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER.

Office—No. 20, Threadneedle St., London.

Paid-up Capital—£644,000.

London Bankers, { The Bank of England. The City Bank.

Branches and Agencies at Bombay, Calcutta, Singapore, Hongkong, Shanghai, and Rangoon.

BOMBAY AGENCY.

EXCHANGE.

THE Bank's Agency in Bombay grants Bills of Exchange on THE CITY BANK, London, at the following rates viz. :—

6 month's sight (not under £50) at	2s.	0¼d.	per Rupee.
4 Do.	at 2s.	0¼d.	"
3 Do.	at 2s.	0¼d.	"
2 Do.	at 2s.	0¼d.	"
1 Do.	at 2s.	0¼d.	"
On demand	at 2s.		

DEPOSITS.

Interest is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and, and on Fixed Deposits, as follows :—

Repayable in one sum, at 3 months' notice, 3 per cent.

Do.	6	do.	5 "
Do.	12	do.	6 "

No Interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency undertakes to realise Drafts or Hoondies on the Presidency without charge, for remittance to Europe in the Bank's Bills on the City Bank, London.

All Drafts, or Hoondies, forwarded for realisation, to be made payable to the Chartered Bank of India, Australia, and China, or order.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities ½ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale ¼ per cent if the amounts be paid in India, if remitted home by the Bank, no charge.

On delivering up of Securities, deposited for safe custody, ¼ per cent.

Office hours 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

The Directors have recently opened an Agency of the Bank of Rangoon for the transaction of general Banking and Exchange Business.

ANTHONY MORRISON,
May 8th 1863. Agent.

Shipping.

BOMBAY.

DEPARTURE.

DATE.	SHIP.	COMMANDER.	To
May 23	Otago	Marsterton	Liverpool.

PORT CLEARANCES.

The following vessels obtained their port clearances yesterday :—

Ship Sirocco, G. A. Berriman, bound to Liverpool.
Ship Neptune Bride, Wetherburna, bound to Havre.

COMMENCED LOADING.

The Ship *Tythonus*, for Calcutta, began to load yesterday.

DAILY EXPORTS.

BOMBAY, TUESDAY, 26TH MAY 1863.

For London.

Conway —1,200 bags Linseed, 1,800 cwt., Fattaychand Dewchund; 50 hhds. Gingelly Oil, 191 cwt. 3 qrs. 23 lbs., M. Pandurung.

Mystery.—1,709 bags Rapeseed, 2,550 cwt., Ritchie, Stenart and Co.; 600 bags Linseed, 900 cwt., Morarjee Bhimjee and Co.; 556 bags Saltpetre, 1,112 maunds; 1,000 bags Rapeseed, 1,500 cwt., Stoshr, Prieger and Co.

Patterson.—100 bales Cotton, 350 cwt., Fazulbhoy Rowtomjee and Co.

Prince Consort.—11 cases Cardamoms, 23 cwt., Bhanjee Nursy.

Wellington.—7 cases Fishmaws, 9 cwt. 1 qr. 13 lbs., Wallace and Co.

For Liverpool.

Wasp.—100 bales Cotton, 350 cwt., Maneckchund Nagsy; 30 bales Cotton, 105 cwt., Hurkesondass Cadernath; 15 bales Cotton, 52½ cwt., Aspail Mooljee; 50 bales Cotton, 175 cwt., Tickumjee Velljee and Co.

Havelock.—200 bales Cotton, 700 cwt., Premchund Roychund; 162 bales Cotton, 567 cwt., Soonderjee Nanjee and Co.

King of Italy.—49½ bales Cotton, 173½ cwt., Dossa Damjee; 500 bales Cotton, 1,750 cwt., S. Burstall and Co.; 100 bales Wool, 325 cwt., Rajmjee Girdhur.

John, Stuart.—200 bales Cotton, 700 cwt., Jugunath Jattrcop; 100 bales Wool, 300 cwt., Samjee Hemraz.

South Carolina.—125 bales Cotton, 432 cwt., Merwanjee Framjee; 3 bale Cotton, 1¼ cwt., C. N. Cama and Co.; 50 bales Cotton, 175 cwt., Hajee Curim Jahn Momud; 106 bales Cotton, 367 cwt., Antigar Dowlatgur; 100 bales Cotton, 350 cwt., Toolsidass Sakerchund; 80 bales Cotton, 280 cwt., Bhanjee Jewraz.

North.—50 bales Cotton, 175 cwt., Fazul Momud Essa; 100 bales Cotton, 350 cwt., Dewjee Premjee.

Princess Alexandra.—100 bales Cotton, 325 cwt., Tickumjee Velljee and Co.; 110 bales Cotton, 385 cwt., J. G. Ward; 2 bales Wool, 6 cwt., Canjee Hemraz; 200 bales Cotton, 700 cwt., Courjee Ludha.

Duke of Wellington.—195 bales Cotton, 367½ cwt., Jewraz Doongersy; 111 bales Cotton, 388½ cwt., Finlay, Clark and Co.

Forgaahall.—204 bags Rapeseed, 306 cwt., S. Pinto and Co.; 200 bales Cotton, 700 cwt., S. Martin.

Broughton Hall.—200 bales Cotton, 700 cwt., Sowjee Souzpall.

Lillies.—110 bales Cotton, 385 cwt., Comber Son and Co.; 15 bales Wool, 45 cwt., Nurpat Mooljee.

Ducearrin.—125 bales Cotton, 437½ cwt., Jetmull Bresondya!

Crescent.—104 bales Cotton, 364 cwt., Sowjee Nansy and Co.; 125 bales Cotton, 437½ cwt., Heeralall Ramgopall; 51 bales Cotton, 178½ cwt., Mooljee Sewjee and Co.; 50 bales Wool, 150 cwt., Roopchund Dwarkadass.

Henry Moore.—90 bales Cotton, 315 cwt., Peerbhoy Khalickdena and Co.; 80 bales Cotton, 280 cwt., Vasunjee Munsy; 25 bales Wool, 75 cwt., Ludha Sewjee.

Culloden.—14 bales Cotton, 49 cwt., Dhurumsy Poonjabhoy.

Sea Mandid.—201 bales Cotton, 703½ cwt., Chutoorbhoy Asaulia.

Bolden Lawn.—500 bales Cotton, 1,750 cwt., R. J. Jejeebhoy.

Clifton Belle.—500 bales Cotton, 1,750 cwt., Comber Son and Co.; 800 bundles Galls 400 cwt., Virjee Samjee; 600 bags Surseseed 900 cwt., Nursy Morojee.

Sanguine of the Pearse.—169 bags Linseed, 2384 cwt.; 200 bags Surseseed, 300 cwt., Chutoorbhoy Nursy.

Castilian.—28 packages Furnitures, Rogers and Co.; 200 bales Cotton, 700 cwt., Munsookbhoy Bhugoobhoy.

Bulwark.—100 bales Cotton, 350 cwt., Samjee Hemraz; 300 bales Cotton, 1,050 cwt., Manockjee and Muncherjee Hirjee and Co.; 28 bales Cotton, 98 cwt. Vusoojee Narojee.

Tom Whiffler.—300 bales Cotton, 1,050 cwt., Stearns, Hobart and Co.; 106 bales Cotton, 317 cwt., Pochajee and Framjee.

Sir Charles Napier.—210 bales Cotton, 735 cwt., Courjee Ludha; 1,025½ bales Cotton; 1,200 bags Surseseed, 1,800 cwt., Runchore Mojee; 25 bales Wool, 75 cwt., Seedic Hajee Woosman.

Albion.—50 bales Cotton, 175 cwt., Mooljee Sewjee and Co.; 600 bags Surseseed, 900 cwt., Malljee Sewjee; Loose Sapanwood, 125 cwt., Soonderdass Mooljee; 110 bales Cotton, 385 cwt., Pudumjy Virjee.

Fleur de Lis.—250 bales Cotton, 875 cwt., R. J. Jejeebhoy; 250 bales Cotton, 875 cwt., Cursetjee Furdoonjee and Co.; 90 bales Cotton, 315 cwt., Vurudhmon Poonsy.

Venus.—450 bales Cotton, 1,575 cwt., Jaychund Subhagchund; 350 bales Cotton, 1,225 cwt., Khoosall Dewcurn; 500 bundles Gall, 250 cwt., Virjee Samjee.

Americana.—2,000 bundles Rapeseed, 1,000 cwt., Fulcher Cooper and Co.

British India.—574 bags Surseseed, 861 cwt.; 26 bags Linseed, 39 cwt., Samjee Hemraz.

Euphrates.—50 bales Wool, 150 cwt., Assaria Sewjee.

For Havre.

Pudsy Dawson.—55 bales Cotton, 192½ cwt., Mooljee Hirjee; 250 bales Cotton, 875 cwt., Merwanjee Nuserwanjee.

Tyfon.—18 bales Cotton, 63 cwt., J. Siegfried and Co.

For New York.

Anne Armstrong.—600 bags Linseed, 900 cwt., Lee and Brown; 600 bags Linseed, 900 cwt., M. Rogers and Co.

For Hongkong.

Steamer *China.*—15 chests M. Opium, 140 lbs. each, Ebram Noordin; 7 chests M. Opium, 140 lbs. each, Manockjee Nusserwanjee; 17 chests M. Opium, 136 lbs. each, Muncherjee Jamsetjee and Sons; 12 chests M. Opium, 140 lbs. each, Allaji Bhoy Habibbhoy; 50 chests M. Opium, 140 lbs. each, Cassumbhoy Nathabhoy Sons and Co.; 65 chests M. Opium, 139 lbs. each, Rutionjee Eduljee; 28 chests M. Opium, 140 lbs. each, Jugunath Ramjus; 1 box Gorcochundun, 15 lbs., Manockjee Nusserwanjee; 229 chests M. Opium, 140 lbs. each, Sudroock Cassenath; 11 chests M. Opium, 140 lbs. each, Dorabjee Pestonjee; 28 chests M. Opium, 140 lbs. each, Cullliandass Nesserwanjee and Co.; 16 chests M. Opium, 140 lbs. each, Curimbhoy Ebram; 5 chests M. Opium, 140 lbs. each, Hajeebhoy Dawood and Co.; 10 chests M. Opium, 139 lbs. each, Fulcher, Cooper and Co.; 10 chests M. Opium, 140 lbs. each, P. Khaluckdena and Co.

For Shanghae.

Steamer *China.*—42 chests M. Opium, 140 lbs. each, P. and D. Framjee Cama and Co.; 5 chests M. Opium, 136 lbs. each, Muncherjee Jamsetjee and Sons; 5 chests M. Opium, 139 lbs. each, Camajee Pochajee and Co.; 14 chests M. Opium, 140 lbs. each, Cassumbhoy Nathabhoy Sons and Co.; 2 chests M. Opium, 140 lbs. each, Govindram Hurdatroy; 9 chests M. Opium, 140 lbs. each, Cullliandass Jeeta; 10 chests M. Opium, 140 lbs. each, P. Khaluckdena and Co.

For Foochoo.

Steamer *China.*—13 chests M. Opium, 140 lbs. each, Cassumbhoy Nathabhoy Sons and Co.

LIST OF VESSELS OF THE BOMBAY MARINE.

	VESSELS.	STATIONS.
1.	Ajdaha	Bombay Harbour.
2.	Coromandel	Kurrachee.
3.	Dalhousie (in dock)	Bombay Harbour.
4.	Goolanar	
5.	Hugh Rose	
6.	Snake	
7.	Zenobia	

VESSELS IN BOMBAY HARBOUR.

[cl. signifies commenced loading.*]

FOR LONDON.

1191	Conway, C. Spence	W. Nicol & Co.	(c. l. May 11)
724	Merwanjee, Mitcher	Blackwell & Co.	(c. l. May 21)
1047	Mystery, Stop	Wm. Latham & Co.	(c. l. May 23)
1040	Patterson, Lumbden	Forbes & Co.	(c. l. March 23)
1298	Prince Consort, Aitchison	Forbes & Co.	(c. l. April 25)
533	Wellington, G. Blenkburn	Forbes & Co.	(c. l. April 25)

FOR LIVERPOOL.

1559	Africana, Hatfield	Robinson & Co.	(c. l. May 6)
1127	Albion, Thompson.		(c. l. May 13)
852	Ambrosa, Daniell	Souza Pinto & Co.	(c. l. May 5)
1046	Americana, Potts	MacNee & Co.	(c. l. May 14)
1042	Bavelaw, Hughes	Souza Pinto & Co.	(c. l. April 29)
557	Black Eagle, Bisset	Lawrence & Co.	(c. l. April 1)
651	Boldon Lawn, Robinson	Robinson & Co.	(c. l. May 6)
1246	British India	Ritchie, Steuart & Co.	(c. l. May 13)
1459	Broughton Hall, W. Tale	Leckie & Co.	(c. l. April 23)
1832	Bulwark, Bimanatyne	W. Nicol & Co.	(c. l. April 30)
1045	Castalian, Welburn	Coupland & Co.	(c. l. April 5)
1081	Clifton Belle, B. Bustin	Coupland & Co.	(c. l. May 19)
133	Crescent, English	F. Chambers.	(c. l. April 23)
1156	Culloden, Smith	Dirom Hunter & Co.	(c. l. April 29)
848	Balkeith, Waugh	Ritchie, Steuart & Co.	(c. l. May 21)
666	Douglas Castle	Ritchie Steuart & Co.	(c. l. May 12)
651	Duke of Wellington	Finlay, Clarke & Co.	(c.l. April 15)
1303	Dunearn, Finlay	MacNee & Co.	(c. l. Mar. 30)
1510	Empire of Peace, J. Shaw	Lawrence & Co.	(c. l. May 22)
517	Euphrates, Gwyther	E. Bates & Co.	(c. l. May 14)
212	Excellent, Davies	Lawrence & Co.	(c. l. May 13)
1086	Fleur de Lis, Taylor	Remington & Co.	(l. c. May 5)
959	Forgnhall, Guthrie	Cornforth & Co.	(c. l. May 12)
1121	General Simpson, Coxhead	R. Scovell & Co.	(c. l. April 13)
1124	Havelock, Gandy	Reanie, Scovell & Co.	(c. l. March 17)
1549	Henry Fernie,	Ashburner, Bell & Co.	(c. l. April 15)
1117	Henry Moore	W. & A. Graham & Co.	(c. l. April 27)
1595	John Lyan, Browning	Lawrence & Co.	(c. l. May 16)
1763	John Stuart	W. & A. Graham & Co.	(c. l. May 16)
1343	King of Italy, Marshall	Robinson & Co.	(c. l. Apr. 7)
1655	Lillies, Bell	Robinson & Co.	(c. l. March 4)
955	Matheran, T. Mesnard	Lawrence & Co.	
1114	Nagasaki, Wood	Coupland & Co.	
1231	North, Brown	Ashburner, Bell & Co.	(c. l. April 20)
1342	Peter Maxwell, Marshall	Lawrence & Co.	(c. l. Apr 22.)
493	Pharamond, W. H. Searl	Dr. Burjorjee.	(c. l. May 6)
1328	Princess Alexandra	W. Nicol & Co.	(c. l. April 11)
972	Rajah of Cochin	R. Stenart & Co.	(c. l. May 19)
856	Rhea Sylvia, Evans	Remington & Co.	(c. l. April 18)
1033	Sam Mendel, Ellwood	Coupland & Co.	(c. l. April 27)
1097	Sarawak, Vaughan	Ritchie, Steuart & Co.	(c. l. May 2)
1149	Sirocco, G. Berriman	Lawrence & Co.	(c. l. April 10)
1169	Sir Charles Napier, Bell	E. Bates & Co.	(c. l. May 9)
1533	South Carolina, Shapcott	Coupland & Co.	(c. l. April 20)
1075	South, Wilson	Robinson & Co.	(c. l. May 5)
1228	Southern Belle, R. Bryce	J. N. Wadia.	(c. l. May 8)
1631	Star of Brunswick, J. Robinson	Killick, Nixon & Co.	
1132	Tim Whiffler, Cotter	Macnee & Co.	(c. l. May 5)
1190	Venus, Paterlow	Coupland & Co.	
1511	Zuleika (am), J. W. Glover	Bramhall & Co.	

P. & O. Co.'s STEAMERS.

476	Azof, Brasley.	
1200	Behar, R. T. Dandas.	
	Benares, Wright.	
1200	Norna, Bain.	
1699	Pottinger, H. K. Toll.	(Laid up.)

VESSELS IN KURRACHEE HARBOUR.

FOR LONDON.

954	Ann Buckle, Lyel	Fleming & Co.
435	Balnaquith, Robertson	Finlay & Co.
756	Poictiers, Cosens	Fleming & Co.
882	Punjaub, Smith	Fleming & Co.
299	Tamar, Ross	McIver & Co.
	FOR BOMBAY.	
1225	Queen of the East, Bilton.	
	FOR CALCUTTA.	
349	Lucothea, (Prus.)	Banker, Fleming & Co.
	FOR MARSEILLES.	
740	Ramillies, Deroy	Fleming & Co.
	NOT FIXED.	
680	Campbell, Meikle.	
597	Harvest Home, Dickey.	
630	Helios, (Rus.)	Wickland—Fleming & Co.
442	Lawick, (Rus.), Fleming & Co.	
531	Susan A. Blaisdell, Eaton	Fleming and Co.

BENGAL.

The telegraph of May 16, announced the arrivals of the Barque *John Tucker*, Lund (port not mentioned,) 3rd Dec., Ship *Caroline*, Dodd, Kurrachee 21st April, Steamer *Ava*, (particulars not received.)

MADRAS.

ARRIVALS.—May 19, Barque *Defiant Nell*, J. Bews, from Kurrachee 1st, and Galle 13th May.
Do. 20, Swedish Ship *Henriette*, A. Nelson, from Swansea 8th February.
DEPARTURES.—May 19, Ship *Regina*, T. C. Cadge, to Coconada.
Do. 20, H. M. Steamer *Sydney*, Hodge, to Calcut

CRIMINAL BREACH OF TRUST.—The following information was laid yesterday before the Magistrate :—

Mahomed Ali Hajee, Banker, stated,—I am living on my property, and live in Chebood street. I know the prisoner at the bar. He keeps a Marwadee's shop, and acts for me as a Mehta. I know Cheelo Seela, his partner. He also was my Mehta. They kept my accounts and managed my affairs. I paid each of them four rupees a month. About ten months ago I deposited with them the ornaments mentioned in the list. They did not advance money on the ornaments. I deposited the ornaments with them for safe custody. On Monday last, at about four P. M., I gave the prisoner five hundred rupees to carry to my deposit account with him. He had then in his hands seven hundred rupees, being the balance of a loan I had made to him about twelve months ago. On the following morning, in consequence of what I heard, I went to the prisoner's shop. The shop was open, but the prisoner and the said Cheelo Seela were not there. The landlord of the house was there. The goods were removed from the shop. In consequence of information I received from the prisoner, I went with a Police Havildar to a Marwadee who produced the ornaments now before the Court. They had been pledged with him by the prisoner and the said Cheelo. Part of my ornaments only have been found. I therefore charge the said Cheelo with criminal breach of trust, and pray that a warrant may be issued for his apprehension.

The Magistrate postponed the case for further enquiry.

VIOLATION OF DUTY AS A POLICE CONSTABLE.—Purushram Nursing was placed at the bar, charged with violation of his duty as a Police Constable employed in the House of Correction by taking a quantity of tobacco and beedee leaves into the House of Correction.

Narrayen Withul, a police peon employed in the House of Correction, stated that yesterday morning, at about eight o'clock, the prisoner came there to do his duty. He searched him in the office, and found the tobacco in his possession. The peon immediately reported the matter to Mr. Boddy. The prisoner was made over to the police.

From the evidence of Mr. W. Boddy, Marshal of the House of Correction, it appeared that the defendent was a police peon doing duty in the House of Correction. Yesterday morning, at about eight o'clock, he ordered the prisoners to be carefully searched. The last witness searched him in his presence when a small quantity of tobacco was found in his possession. Witness gave the prisoner over to the custody of the police.

The Magistrate, on the evidence before him convicted the prisoner and fined him in the sum of fifteen rupees.

FURIOUS DRIVING.—Suleman Shaik was placed at the bar, upon the information of a Police Constable named Syed Ibrahim, charged with driving his cart along the Byculla Road in a manner so rash and negligent as to indicate a want of due regard for the safety of others, and thereby injuring a phæton the property of Mr. Ardaseer Cursetjee Cama.

Mr. Ardaseer Cursetjee Cama stated,—I am a student, and live at the Mount. Yesterday, at eleven o'clock in the forenoon, I was going to Parell in my father's phæton with one horse. Mr. Muncherjee Merwanjee was in the phæton with me; and my coachman was driving. When we reached the part of the road opposite the Albion Place, there were two carts, one going towards Parell, and the other coming towards Bombay. They occupied each side of the road, leaving a space between the lines for one ghurry to pass. We drove in between the line of carts, and when between the lines, the prisoner drove his cart from the left side, right before our phæton, which came in collision with the cart. The prisoner left the line to pass the other carts. We called out to him, but he paid no attention. I found a sepoy on the road, who arrested the prisoner. The prisoner put his bullocks round on the road, and did not check them when we called out. Our phæton got entangled between the prisoner's cart and the cart on the right.

The above statement was materially corroborated by a coachman in the employ of the prosecutor.

The prisoner urged in his defence that he did not here the ghorawalla call out.

His Worship said that the charge against the prisoner was not very serious. There was no doubt that the prisoner showed some negligence, and therefore he was fined in the sum of two rupees.

OFFICIAL PAPERS.

LIGHTING AND PILOTAGE OF BOMBAY HARBOUR.

No. 129 OF 1860.

To RICHARD SPOONER, Esq.
Commissioner of Customs, Salt and Opium.

Bombay, 18th June 1860.

SIR,—I have the honor of submitting the following report on the Light Houses, Light Vessels, Beacons and Beacon Buoys of this Harbour :—

Lighting, Pilotage, Harbour Defences.

2. I would premise that I am aware, that of late years, many and various schemes for the improvement of the Port of Bombay, both with regard to the efficient Lighting and Pilotage, as also to the Harbour Defences, have been submitted to Government for consideration, but little has as yet been done towards carrying into practical effect, what every one acknowledges to be so highly necessary.

3. I am at the same time aware that in the present state of the public finances, it is hardly to be expected that Government will be disposed to undertake what is recommended in the following pages immediately; still I feel it my duty to lay before them what I consider so essentially necessary for the shipping interests of this great Commercial Port, and for the benefit of Government.

Capabilities of Bombay.

4. It is apparent to every one that the Port of Bombay is daily becoming of more importance both politically and commercially, possessing as it does, all the essential requirements for the establishment of an efficient Naval Arsenal, and all the qualifications of a great Commercial Port, capable of being rendered easy of access to friends at all times, whether by night or day, and at all seasons of the year; but at the same time, if not inaccessible, at least very formidable to enemies. It is in fact the very key to our Indian Empire on the West Coast and Grand Depôt for Military Stores; and it is indeed surprising that its great capabilities have not, long ere this, been more fully developed.

Entrance to the Harbour.

5. I propose in the first place noticing the boundaries of the entrance to the Harbour, the Light Houses, Light Vessels, Beacons and Beacon Buoys as they exist at present; and suggest, what I consider necessary towards the efficient lighting up of the entrance to the harbour; and thirdly,—to point out what may be done towards protecting the entrance to the same, and of our Mercantile Fleet.

Kenery Island.

6. Kenery or Kundaree Island marks the boundary of the entrance to the Harbour on the south side. It is a small rocky Island, bearing from the Light House south distant 11¾ miles, and is elevated near 109 feet above the level of the sea.

This is the point all vessels should endeavour to make, (especially during the South West Monsoon,) in running for the Harbour.

Malabar Hill.

7. To the North, the entrance to the Harbour is known by Malabar Hill with its low insignificant Flag Staff, half way down the brow of the hill and by the Light House. This latter is situated at the extreme south end of Colaba, and is elevated about 130 feet above low water mark.

Light House on Colaba.

The Light displayed is a Revolving Light visible from the deck of a ship, in ordinarily clear nights, about 16 or 18 miles. It is not easily discernible during the day on account of the adjacent trees and buildings.

The South West Prong extends to the South West of the Light House a distance of 2¾ miles, drying at low water spring tides to a distance of 1¾ miles.

Fair-Way.

8. The Fair-Way to the entrance of the Harbour is marked by a floating light vessel, moored equi-distant about 2 miles from the extremity of the South West Prong, and the foul ground off Thull, in seven fathoms at low water spring tides. The following are the bearings and distances of the principal points from the outer Light Vessel :—

Malabar Point Flag Staff, N. 4° 50 E. distance 6' 80 miles.
Light House, N. 21° 40' E. 4' 58.
South-West Prong extremity North, 2'.
Inner Light Vessel, N. 38° 50' E. 2' 68.
Middle of Thull Shoal, E. S. E. about 2 miles.
Kenery or Kundaree Island, S. 14° E. nearly 7¾ miles.

Outer Light Vessel.

9. This vessel (built especially for the purpose) took up her station early in 1842, displays a Bright Light at her mast head from sunset to sunrise, is visible 10 to 12 miles from a ship's deck in clear weather, a Blue Light is burnt every hour, during the night, and a gun at the half hours. During the day a red ball is shewn from the mast head, and on a sail being signalled a red flag is hoisted.

10. Notwithstanding that this vessel is moored with very heavy cables and anchors, she has broken adrift several times, (twice during last South West monsoon). Of course this is more likely to happen in very bad weather, when such a guide to the entrance of the Harbour (more particularly with a Light House in its present position) is most urgently required.

Fair-Way Buoy.

11. About ¾ of a mile North East by North of the outer Light Ship, is a large wooden Buoy, which has a spiral top, painted red, called the Fair-Way Buoy, this has also broken adrift several times, and of course is more likely to do so in very bad weather.

Sunken Rock—Light Vessel.

12. The inner Light Vessel (an old dismantled Schooner of about 90 tons) is moored to southward of Sunken Rock, and bears from the outer Light Vessel N. E. ½ North 4½ miles. This Vessel has a red ball at her mast head, displays a bright light from sunset to sunrise, and a red flag at her mast head during the day on a ship being signalled at the Light House. About ¼ of a mile to N. N. W. is a red Buoy, marking the exact position of the Sunken Rock. The concluding remarks of the last two paras, are also applicable to the Inner Light Vessel and Buoy. The Inner Light Vessel broke adrift once last South-West monsoon.

Beacon Oyster Rock.—Dolphin Rock.

13. Besides the above, there is a Beacon (a white stone pillar about 24 feet high) on the "Oyster Rock," a small Light House on the "Dolphin Rock" displaying a Green Light to the Southward and Eastward, and Bright Light to the Northward, dark to the Westward. This latter was erected at the close of the year 1856 but strange to say, accommodation for the men necessary to keep the lamps trimmed, was entirely lost sight of in the construction of this building—this is now being remedied.

Middle ground—Flag Staff Shoal—Northern Patch Buoys.

14. The middle ground Shoal is defined by a chequered white and black Buoy to the Southward and a black Buoy to the Northward, both are of Iron.

15. The Flag Staff Shoal by a large red Buoy.

16. The Northern patches between the last named shoal and cross Island, are marked by small Iron Buoy.

17. There are also small Iron buoys, marking the Northern and South East edges of the reef off Butcher's Island, and a Buoy marking the position of a small patch of rocks on North Eastern verge of the reef off Caranja Island.

18. Having thus described the principal points marking the limits of the entrance to the Harbour, as also the Light Houses, Light Vessels, Beacon and Beacon Buoys as they at present exist, I will now proceed to show what I consider necessary should be done with regard to so important a matter as the lighting up the entrance to the Harbour.

Light Houses.

19. Light Houses should be erected, if possible, on the dangers they are intended to guard against, and not, (as in the case with the present light house at Colaba) two miles and three quarters within the danger.

20. The utility of floating light vessels, cannot for a moment be called in question, where the coast is low, and where sunken rocks and hidden dangers extend a considerable way to seaward, but for this Port, they are not only unnecessary but often mischievous, for, as I have observed before at the very time they are most urgently required, namely, in extremely bad weather, they are most likely to break adrift.

21. Before the present Floating light vessels can be dispensed with, it is necessary to make a radical change in the present bad system of lighting up the approach to the Harbour.

Light House on extreme edge of South West Prong.

22. In the first place, I would recommend that a Light House be erected on the extreme edge of the South West Prong, where it dries at low water spring tides. It should be a first class Revolving Light and elevated 150 feet above high water mark so as to be visible from the deck of a ship in clear weather 18 to 20 miles.

Flag Staff, Malabar Hill.

23. I would also recommend that a loftier Flag Staff be erected on Malabar Point, so as to appear well above the trees and buildings in the vicinity. The approach to the Harbour on the North side would then be clearly defined.

Light House on Kenery.

24. Kenery or Kundaree Island is elevated, as before stated, about 100 feet above the level of the sea on its highest point. I would recommend the erection of a Light House some 80 feet above the summit or 180 feet above the sea, to shew a fixed bright light of the 1st class, so as to be visible in ordinary weather 20 to 22 miles from the deck of a ship. This Light House should be painted in alternate red and white broad bands or belts horizontally. The Light House at the end of South West Prong should be all white, then there could not possibly be any chance of mistaking one for the other, either by night or day.

Double Light not required.

25. A double light in Kenery was advocated by the Committee appointed by Sir Henry Leeke, to report on the subject of an improved system of Lighting and Pilotage. I do not see the utility of a double light, which would of course be attended with double the expence of a single light, when the latter would answer every purpose.

Light and Martello Tower on Sunken Rock.

26. The Sunken Rock, I am aware, is very small, but it is by no means impossible to erect a martello tower thereon, which would assist materially in defending the approach to the Harbour, and at the same time by displaying from its summit a bright fixed Light, of the 2nd or 3rd class, so as to be visible 5 or 6 miles from a ship's deck, would thus complete the lighting up of the entrance to the Harbour. Both inner and outer light vessels might then be removed.

Harbour Defences.

27. Thirdly,—with regard to defending the entrance to the Harbour, the intervening space on the South West Prong between the proposed new Light House and the Southern end of Colaba, might, in the course of a few years, be all claimed from the sea, and would form an excellent site for a series of Batteries, which would thus add greatly to the strength of the Harbour defences, now in course of construction. For the erection of these works, we have ample materials in close proximity, and let it not be forgotten, that we have certain fine weather for at least eight months in the year, so that the works may be carried on progressively and surely.

28. But whatever may be determined with regard to the Harbour Defences, years must elapse before they can be sufficiently advanced to resist the entrance of a hostile fleet. I cannot for a moment suppose that an enemy's fleet would venture to appear unless assured of the absence of men of war sufficient to protect the shipping; but with the present fortifications, a couple of smart Frigates, well handled, could in my opinion, either capture or destroy the whole of the mercantile fleet, with almost entire impunity to themselves, as the ships are now anchored.

Refuge for mercantile fleet.

29. I would suggest, in the event of a hostile fleet being expected, that the shipping be moved to the North end of Hornby's Island and Elephanta Island, and to the deep water anchorage off the old Fort on East end of Trombay Island; by throwing up Batteries on Butcher's Island, Elephanta, Trombay, and on the Northern end of Caranja, the shipping would thus be completely protected.

30. There is smooth and deep water close to the Island of Trombay—by the construction of a few piers on piles or arches, so as not to obstruct the tidal scour would be might afford alongside to discharge and receive cargo. This spot is only distant from the Railway about 4½ miles. Would not this obviate the necessity for wet docks, and be less costly?

31. By removing merchant vessels from their present anchorage, the Guns on the Eastern or Harbour face of the Fort, might then be made available for the defence of the Harbour; they certainly could not be, as the ships are now berthed.

32. Since writing the above, intelligence has been received of the total wreck of the American Ship *Squantum* some 12 to 16 miles to the Southward of Kenery (exact particulars not yet known,) which induces me to think, that had there been a Light House on Kenery Island, as suggested by me in the 24th para; this calamity would probably have been averted.

33. The erection of a Light House on the extremity of the South West Prong, could only be carried on during the fine season, whereas the erection of a Light House on Kenery Island could be proceeded with at all seasons. It would therefore, be of more advantage to the shipping interests if the latter was first commenced.—I have the honor to be, &c.

W. J. BARKER, Captain I. N.
Master Attendant and Conservator of the Port.

From D. J. KENNELLY, Esq.
To CAPTAIN JAMES FRUSHARD, I. N.,
Officiating Commander-in-Chief I. N.

SIR,—I have the honor to submit for your favorable consideration, the following remarks having reference to the introduction of an improved system of Lights and Beacons for this Port, more particularly in providing means whereby the Ship-master, otherwise unaided, may enter the Harbour with perfect safety during the most violent periods of the South West monsoon.

2. While in respect to the tonnage of sea-borne traffic, present as well as prospective, commodiousness, and safety owing to the plastic nature of the bottom, the Harbour of Bombay, may be placed among the first class harbours of the World, yet, perhaps, there is no other which to the Mariner in the 'offing,' presents greater danger than it during the heavy weather frequently experienced in the monsoon months of June, July and August.

3. That this danger exists is abundantly proved by the ship-wrecks, whole and in part, which have occurred from year to year in the vicinity of the Port, as shown by the following list which, I regret, is incomplete owing to the absence of any record at the office of the Lloyds' Agency in Bombay, prior to the year 1849:

Names of Ships.	When wrecked.	Where wrecked.
Competent	May 1840...	S. W. Prong.
Lord Castlereagh	June 1840...	S. W. Prong.
Lord William Bentick	June 1840...	S. W. Prong.
Royal Adamal	July 1844...	S. E. Prong.
Charlotte	June 1851...	30 miles South of the Port.
Christian	June 1852...	Kenery Island.
Jutal Barry	June 1856...	Kenery Island.
Julia	June 1856...	Kenery Island.
Bank of England	July 1857...	Alibaugh.
Alice	July 1858...	Kenery Island.
Natalie	July 1859...	Back Bay.
Squantum	July 1860...	Closet to the Port
Louisiana	July 1861...	Alibaugh.
James Pilkington	June 1862...	Foundered.

Vessels partially wrecked, but brought into Port more or less damaged.

1849. 30th November. 'Aboukir,' whilst attempting to enter the Port ran on the Prong losing her keel. Vessel much strained.
1851. June. 'Emperor' ran on shore off Chowl. Hove off with much damage done to the bottom.
1855. September. 'Hibernia,' entering the harbour took the ground off Kenery Island, receiving serious damage.
1856. July. 'Mary Russel Mitford' on entering the harbour struck on the Prongs and was beached to prevent her sinking.
1857. July. 'Tasman' in running for the harbour struck on the Prongs and was beached to prevent her sinking.
1858. July. 'Adriatic' when running for the harbour struck, receiving serious damage.
1859. August. 'Macduff' mistaking the harbour entrance, struck heavily several times off Alibaugh, receiving serious injury.

4. It will be seen from these lists that from and including the year 1849, prior to which I do not possess reliable data, and during the thirteen following years, there have been ten ships totally wrecked outside and in the vicinity of the Harbour, while seven, which had been on shore, were brought into Port more or less seriously injured.

5. The estimated value of the ships and cargoes thus lost, added to the amount for damage sustained by the seven vessels brought into Port, would not, probably, fall short of three quarters of a million sterling.

6. Looking at the frequency of these losses which, without exception, have occurred during the monsoon months only, the question arises.—Cannot they be lessened if not altogether prevented? In reply I humbly hope to shew that in less than two years and with comparatively little expense, the Port of Bombay can be made so safe and easy of access during the heaviest weather, by night or by day, as will render the services of a Pilot unnecessary, until the vessel running for shall have arrived within the harbour.

7. Before detailing the system proposed to secure this result, I would beg to state that, in the year 1856, while officiating Master Attendant of the Port, I brought to the notice of Sir Henry Leeke, then Commander-in-Chief I. N., the great need there was for a better system of Lights and Beacons than the defective one in operation, and at the same time submitted for his consideration certain suggestions for its improvement which were framed to meet the acknowledged difficulties there existed in making the Port in bad weather.

8. I attempted to show

(A.) That the Light exhibited from Colaba was, from its improper position, as wrong in principle as it was pernicious in its operation; in proof of which I cited the shipwrecks known to have taken place in its vicinity and radiating from it as it were from a common centre.

(B.) That the objection which applied to the Colaba Light, for a similar reason, would apply to one exhibited from the Island of Kenery situated within a dangerous shallow known as the Kenery Flat.

(C.) That the only efficient means whereby such difficulties were to be overcome, lay in placing a fixed guide at a sufficient distance out to sea, and to windward of the Fair-way entrance to the Harbour, as would render it no longer necessary for the Ship-master to approach danger in order to discover his position.

(D.) That, with this end in view, an additional Light vessel of 200 Tons burthen, should be moored with Mushroom anchors in a position 7 miles South West of that occupied by the 'Outer Light Vessel,' exhibiting a bright Light to be termed the 'Bombay Direction Light.'

(E.) That a Light House in substitution of the Colaba one, should be erected on the extreme edge of the South West Prong, where dry at low water spring tide, showing a first class revolving Light, flashing every 20 seconds and elevated 150 feet above high water mark.

(F.) That no Lights or Beacons should be exhibited from the Island of Kenery.

(G.) That first class iron buoys (Herbert's) colored red on the west and black on the East sides of the harbour, should be placed at the salient points of the Prongs; the Caranja and Thull shoals, and off the Sunken Rock, and that all other dangers lying within the Port should have second and third class buoys as deemed to be necessary.

9. These suggestions together with others on the subject of an improved system of Pilotage, received Sir Henry Leeke's approval.

10. The system now brought forward, is so far a revision of the foregoing that where I recommended the Direction Light Vessel to be moored, I now propose in lieu to erect a Light-house, dispensing with the proposed Light-house on the South West prong, and eventually with the Colaba Light-house also, as will appear below.

11. Preparatory to further detail, it will be well here to examine into the nature of the difficulties which beset the Ship-master in his attempt to make the harbour entrance during the thick and hazy weather experienced from time to time during the monsoon.

12. They are—Arrival off the Port, but probably owing to the celestial bodies not having been observed for the previous few days, the correct position of the ship is not known, the known high land, and marks in the vicinity of the Port hidden by cloud and mist,—the Port situated on a lee shore and fringed with dangerous outlying reefs cannot, without danger, be approached sufficiently near to distinguish the beacons marking its entrance,—the dread of getting too far north or as it is termed "Missing the Port' with the disagreeable consequences inevitable to such a mistake, and, finally, the absence of any known fixed guide to sea-ward from which a departure could be taken before running for the entrance.

13. It will, therefore, be apparent that the Ship-master arriving off the Port, under the above circumstances, has the choice open to him of running his ship close to the shore with the hope of discovering the vessel's position—a course perilous in the extreme and hitherto too often attended with shipwreck—or on the other hand, of working in the offing, until the weather clears sufficiently to enable him to run to leeward and into the port. But this latter course is often attended either with danger, in more ways than one, has been lately proved by the loss of the "James Pilkington."

14. I would now respectfully invite your attention to the manner and extent of the aid afforded at the mouth of the harbour to the Ship-master in these circumstances, and here, I take leave to state that having had opportunities of inspecting many of the chief Ports of the World, I have not seen among them one where local difficulties so much demanded the aid of applied science for their counteraction, or where so little provision had been made for the guidance and safety of the seaman. It is laid down by A. Stevenson, one of the highest authorities on the subject of Light-houses, that "Lights intended to guide vessels from reefs, shoals, or other dangers, should, in every case where it is practicable, be placed seaward of the danger itself, as it is desirable that seamen be enabled to make the Lights with confidence;" and again, "views of economy in the first cost of a Light-house should never be permitted to interfere with placing it in the best possible position; and when funds are deficient, it will generally be found that the wise course is to delay the work until a sum shall have been obtained sufficient for the erection of the Light-house on the best site."

15. The Colaba Light-house elevated 132 feet above high water mark, stands 2¾ miles within the danger it is intended to notify, the Light flashing at the long, and for its position, dangerous interval of two minutes. In fine weather it is found so far useful as to inform the seaman that it is situated at the southern extremity of Colaba from which, on all sides, extend dangerous reefs. In bad weather it is seldom sought for owing to its low position, and when seen, it is actually misleading in its effect, may be pronounced practically useless as a guide to the Mariner.

16. The position of the outer Floating Light taken in conjunction with that of the Colaba Light-house, is well chosen for its purpose, namely, to mark the Fair-way between the Thull Shoal, and the S. W. Prong into the harbour; but from the fact that it is situated for more than a mile within the meridian of the western part of the latter reef, its action absolutely confines the vessel in the guidance of the ship already within the mouth of the harbour. The great drawback to the position is the danger of the Light-vessel breaking adrift, owing to the peculiarly violent surging Sea which, in the monsoon, occurs here, chiefly caused by eddies from the adjacent reefs conjoined with an increased river and tidal action produced at this season.

17. The Light-house (if erected) should be built over eleven miles from the Colaba Lighght-house with which it has a common meridian. The Western edge of the Thull Shoal lies nearly mid-way between both and touches this meridian also.

18. From the position of Kenery it may be said to form the South Western extremity of the harbour entrance. Horsburgh in recognising it as such, directs the Ship-master when making the harbour in the South West monsoon, as follows :—"During the early part and strength of the S. W. monsoon, great care must be observed not to get to the Northward of the entrance of the harbour, for then the current frequently sets along the bank toward the Gulf of Cambay, and if a ship get to the Northward of the Harbour late in May, June, and July, she may find it very difficult at times, if not impossible, to work round the S.W. Prong. Therefore in these months a ship should steer direct for Kundaree Island, allowing for a Northerly set, and endeavour to make it bearing between East, and South-East, taking care to borrow a little either way as prudence may dictate and circumstances require to carry a fair wind in entering the harbour. If the wind incline to blow in squalls from West or W.N.W. take care not to run too close in with the land to the Southward of Kundaree Island, nor even to approach that Island too near, on account of the flat, as there might be difficulty in weathering it with these winds, which are sometimes experienced in June and July but more expected in August."

19. This advice is the best that, under present circumstances, could be given to the seaman, for of the choice of perils the least is encountered in running for Kenery, rather than towards the Colaba Light-house; yet from the fact that a dangerous flat runs out from this Island to a distance of three miles, upon which a violent ground swell tumbles it is manifestly an unsafe position to seek during bad weather with a view of making the harbour.

20. That this view is indirectly held by Horsburgh, also, appears from the following taken from page 461, Vol. I. 'Bombay Harbour' :—

"An extensive flat surrounds Kundaree with only 4 to 5 fathoms on it at the distance of 2 and 2½ miles from that Island, having a heavy ground swell rolling upon it in the S.W. monsoon at which time ships ought not to approach the Island nearer than 4 or 5 miles nor under 6½ or 7 fathoms if possible."

21. It is thus shown that the circumstances of Bombay Harbour are such as do not admit of the erection of a Light-house on shore, in a position anywhere near its mouth except, where, for guiding ships a Light should not be exhibited, namely, from a position within a danger.

22. Convinced that the practical solution of the question of position for a Light-house was to be found in placing it outside to windward of the Port, and of its outlaying dangers, I took the opportunity in the August of last year, of asking the opinion of Mr. Wells, C. E.—who had arrived from Madras during the monsoon for the purpose of inspecting the site of a screw pile Pier proposed for the harbour—touching the practicability of erecting a Light-house upon a foundation of screw piles in so exposed a position.

23. His opinion was to the effect that with a bottom capable of receiving the foundation piles there would be no difficulty in erecting a Light-house to the height of 120 feet above high water, if required, and so constructed as to withstand the combined effects of the most violent wind and sea. In other words that the question would be one of expense rather than of difficulty of construction.

24. I now beg permission to bring forward the following plan for the improvement of the present system of Lights and Beacons at the Port :—

25. In latitude 18.44.48 North and longitude 72.41.10 East, there is a place on the accompanying chart, denoted by a Light-house standing in 8 fathoms water and situated to windward of the Fair-way to the harbour, with the following bearings and distances :—

Kenery Island Centre S. 67½° E. 7' 15' miles.
Thull Shoal South End N. 70° E. 7' 10" miles.
Outer Flobting Light Vessel N. 45° 50' E. 7' 0.0" miles.
Colaba Light-house N. 38° 30' E. 11' 0.0" miles.
South West Prong N. 36° 00' E. 8' 10" miles.

26. Here upon a foundation of wrought iron screw piles, I would erect a Light-house to be called the Bombay Direction Light-house, similar to that shown on the accompanying sketch, No. 277†, exhibiting a revolving bright light of the first class, elevated 100 feet above high-water mark and flashing round the horizon every 20 seconds. The Light-house to be painted in alternate black and white bands in the manner of the Eddyston in the English Channel.

† Estimate of which is also attached.

27. From what has been already stated in reference to the necessity for having a fixed guide off the mouth of the harbour to which the seaman could run, without incurring risk, the advantage of a Light-house in this position will be apparent, an additional advantage being that, due South of it for 10 miles, there is found the same or nearly the same depth of water.

28. Thus a Ship-master making for the Port during bad weather, and not certain of his position, would so shape his course as to come on the Meridian of the Direction Light at some 10 or 15 miles South of the light. He would then if with hazy weather shorten sail and steer due north for the light, being careful not to lessen the soundings to 7 fathoms at low water, nor to increase them to 11 fathoms at high-water when, having a good look-out, with common care he could not well fail to find it.

29. Arrived off the Light-house his position is known, and, therefore, regardless of time or weather, night or day the vessel's head is put North Easterly—sail is made, and in an hour or two, the vessel is at an anchor within the harbour.

30. With the Direction Light ready for use, the next step would be to shift the outer Floating Light Vessel 3½ miles nearer to the harbour, to a position denoted by the following bearings and distances :—

From the Direction Light-house N. 49° 50' E. 10' 25' miles.
From the Pitch of the S. W. Prong N. 88° 30' E. 3' 12" miles.
From the Colaba Light-house S. 35° E. 2' 35" miles.
From the Sunken Rock S. 7° E. 1' 50" miles.
From the Dolphin Rock Light-house South, 3' 10" miles.
From the Nearest part of the S. E. Prong 1' 03" miles.
From the Nearest part of the Carranja Shoal 1' 18" miles.
From the Nearest part of the Thull Shoal 1' 55" miles.

Here in comparatively smooth water, the outer floating light, now to be termed the Fair-way light, would be exhibited until it might be convenient to erect in its place a Light-house on piles to be termed the Fair-way Light-house, and similar in principle to the Direction Light-house, but exhibiting a fixed bright light of the second class.

31. I may here intention that this principle of Light-house construction was first employed for the foundation of the Maplin Light-house on the North side of the mouth of the Thames. This was commenced in 1838 and is stated to be as firm now as when first erected.

32. Since the consfruction of the Maplin, many other Light-houses have been built upon screw-pile foundations, particularly on the United States coast, and as far as experience goes, they answer all the purposes required of them, particularly as regards stability owing to the small amount of surface presented to the impact of heavy seas.

33. The cost of the proposed direction Light-house, looking at the importance of the harbour of Bombay, is small indeed contrasted with the much larger sums expended upon several situated upon our Home coasts, and upon the coast of France as, for instance, the Bishop Rock Light-house of Scilly, 145 feet high which cost £36,580,—the Bell Rock on the East coast of Scotland £61,332,—the Skerryboe Rock on the West coast of Scotland £83,127,—and on the North West coast of France the Isle de Brehat at a cost of £38,800. Be it remembered also that the sum is not more than about one-fifth of the value of one such ship as the 'James Pilkington' recently lost North of the Port.

34. The cost of the Light-house for the Fair-way not required to be more than 80 feet high, and having but a second class Light would of course be considerably less than that of the Direction Light-house. It should be it is proposed for a time to place the outer Light-vessel in the position of the Fair-way Light-house, the fact should not be lost sight of, that the latter would in every way prove the most efficient for the required purpose and, therefore, that its construction should not be unduly deferred.

35. I do not make this statement with the intention of underrating the importance of this useful class of vessel for the performance of the various duties usually assigned to it. There are 47 Light vessels stationed around the coasts of the United Kingdom, several of which are moored in very exposed positions as that at the Seven Stones near Scilly moored in 40 fathoms water; the sattees of Coningbeg Rock in 32 fathoms, and the Arklow in 22 fathoms; but it is manifest that a Light-vessel owing to its floating character, cannot possess the amount of stability found in a fixed light-house, to necessary where it is desirable to employ Light apparatus of a superior class.

36. The estimation in which Light-vessels are held at home will appear from the following extract from the report of the Royal Commission, March 1861, when referring to the importance of the Light-vessel remaining at its station in all weathers :—"The best proof that the Lights are efficient in the last particular is to be found in the statements of the Light-house Authorities which are fully confirmed by the evidence of Mariners. The Light-vessels very seldom go adrift, and there is no instance on record in which the crew have voluntarily run from their stations in bad weather. When they have been driven from their moorings the vessels have always been re-placed in a very short time, and none have ever been wrecked." The Mariners' evidence on this point is valuable because the rare instances in which Light-vessels have been off their stations are repeatedly mentioned by independent witnesses as remarkable events. It does not appear that the Lights have ever been extinguished.

37. The advantages to be drived from the Fair-way Light, in addition to its comparatively sheltered position, and immunity from the turbulent sea which forms so marked a feature of the station at present occupied by the outer Light-vessel, are as follows :—

(A.) A ship steering from the direction towards the Fair-way Light would be led midway between the S. W. Prong and the Thull Shoal, and having arrived at and rounding the latter light on the Port-hand, would be brought equi-distantly between the S. E. Prong and the Caranja Shoal, from which steered N. by E. ½ E. to N. N. E., or with the Dolphin Rock Light a point and a half on the Port bow, she would run until such time as the latter Light In altering from bright to red gave intimation to anchor for a Pilot.

(B.) The Light in transit from Colaba Point, falls upon the Meridian of the Direction Light at a place 9 miles north of the parallel of the pitch of the S. W. Prong, and as a ship is rendered safe by running down upon this Meridian from the time the Direction Light becomes visible, she would continue to steer for it until the Fair-way Light was brought to bear East a little Northerly, upon which bearing it would be observed to change from bright to red, denoting the pitch of the S. W. Prong, but having been again brought to resume its bright colour, it would in turn be steered for and thus safely and expeditiously lead the vesse, across the Prongs into the Harbour Fair-way from where, as in the case of the vessel coming from the Direction Light, she would steer the same course until anchored for a Pilot.

(C.) The Sunken Rock Shoal danger is effectually avoided by the Light changing to red in a line with the Dolphin Rock Light-house, the latter light, also, as will be presently described, would show a red light on this line. Thus a vessel steering from the Fair-way Light towards the anchorage, happening by any mistake to diverge towards the Sunken Rock, would be effectually warned of her danger by both lights changing from bright to red the danger colour of the Harbour.

38. The Dolphin Rock Light is so feeble at present as scarcely to be visible from the Inner Light vessel, owing to the very great absorption of the rays of Light by the green coloured medium employed to distinguish it from seaward.

39. The adoption of this colour under the circumstances of the Bombay Harbour, has been a mistake, for the reason that such is employed only where a red light is already in operation in its vicinity, and as by the employment of the latter colour for harbour purposes, 4-7ths of the power of the whole light become sacrificed, it will be readily perceived that the employment of a green medium, possessing a higher absorbent power, would render such a Light as the Dolphin effective only for a very short distance.

40. As this error admits of an easy remedy, I would suggest that red shades be substituted for the present green ones, but so disposed as to show red from South or the line of the Fair-way light round by West to 300°, and that in the remaining 60° from South to nearly S.E. by E. ½ E. there be shown a bright light which would advantageously serve two purposes: namely—first of notifying the Sunken Rock and Shoal, by changing to red, intimating that the vessel was steering too much to Port, and secondly, changing in the same manner on the other bearing as an intimation to the vessel running up, without a Pilot, to anchor. The Fair-way Light-house when completed would show, as already stated, a red light on the meridian of the Dolphin also, thus protecting the vessel in both ways of the Sunken Rock Shoal. With a Light-vessel this for manifest reasons would be impossible.

41. The Direction and Fair-way Lights having been established and brought into use, the Colaba Light would be extinguished, and the Inner Light-vessel removed neither being longer required. The Fair-way Light-house erected, the Light-vessel which had occupied the Fair-way station would also be removed.

42. The proposed system of Lights thus completed, would be composed of three Light-houses, namely, the Direction Light-house, exhibiting a revolving Light of the first class, flashing round the horizon every 20 seconds, and elevated 100 feet above high water mark; the Fairway Light-house, exhibiting a fixed bright Light of the second class, visible round the horizon, but displaying a red ray in the direction of the Dolphin Light-house to the North and of the S.W. Prong on the East, and elevated 80 feet above high water mark; and, lastly, the Dolphin Rock Light-house exhibiting a red and bright harbour Light elevated 20 feet above high water-mark.

43. The cost of the whole when completed, including the minor changes recommended for the Dolphin Rock Light-house, would probably fall short of £32,000, but it should be borne in mind that the annual expense of lighting and establishments would fall far short of that of the present system.

44. The cost of maintenance of a Light-ship much exceeds that of a Light-house. On the Home coasts it is on an average as £1,820 is to £400, and although, I am of opinion, that this ratio is not fully maintained here, yet it is such as to form a sufficiently strong argument in favour of the Light-house.

45. I would humbly submit, however, under the circumstances pointed out, that the question here is not one of expense but of efficiency—cost what it may to establish an effective system of Lights at the Port if I prove but instrumental in preserving one ship from destruction or add but ever so little to the protection of human life, the sum is not too great.

46. Beacon Buoys, especially those of modern construction, form by day a very valuable accessory for rendering safe the navigation of harbours and rivers, over which dangerous reefs and shoals are known to be scattered.

Buoys.

47. The estimation in which this description of beacon is held at Home, may be understood from the fact that in Great Britain and Ireland, 1861, there were about 1100 buoys in position, excluding wreck, warping, and many others of minor importance. Out of this number only 55 broke adrift in 1858, and of these a very large proportion were under local authorities. In the portion of the Thames between London and the open sea there are nearly 70 buoys in addition to the Light-ships, Harbour-lights, fixed Lights, and Beacons, while, in the Mersey, the local authority connected with the Port has established 65 such buoys in addition to 7 Light-houses, and 10 Beacons.

48. Bombay harbour from the sea to the anchorage possesses one danger buoy, namely, that off the Sunken Rock, while upon the Thull Shoal, the extensive Reefs forming the Prongs and the Reefs which line the Eastern Shore of the harbour, there is no Beacon of any description whatever.

49. That the dangers enumerated should be efficiently beaconed in order to lessen the risk to ships beating in or out of the harbour cannot, I presume, be doubted. I would, therefore, suggest that 12 first class iron Buoys (Herbert's) complete with mooring be ordered from England, to be placed by me in the following positions, as also denoted upon the chart accompanying. Buoys coloured red and black, to denote dangers on the West and East sides of the harbour respectively.

	Red Buoys.
East (True) of the Sunken Rock distant ½ mile...	1
S. 22½° E. of the Colaba Light-house distant 1' 60" miles.....	1
S. 10° W. of the Colaba Light-house distant 1' 90" miles.....	1
S. 39° W. of the Colaba Light-house distant 2' 70" miles—the buoy to have an iron Staff surmounted by a red ball to denote the pitch of the S. W. Prong	1
	Black Buoys.
East (True) of the Dolphin Light-house distant 2' 40" miles.....	1
S. 87° E. of the Colaba Light-house distant 3' 50" miles.....	1
S. 62½ E. of the Colaba Light-house distant 3 miles	1

THULL SHOAL.

First class buoys, coloured black, to be placed one at the centre of the Western edge, and at the North and South extremities. The present Fair-way buoy would be removed when the above system had been established.

50. In 1855 the Herbert iron buoy, having been found to answer its purpose so very admirably, was adopted by the Trinity House Corporation with marked success. The following account of this buoy is extracted from a scientific work :—"an excellent method of confining a floating body to the ground beneath, was observed in several water plants and particularly in the lotus and the gorgeous Victoria Regia. It was for Mr.

them in check. Major Gordon, however, directed his 32-pounder upon them; and, himself marched with a body of men to take possession of a bridge above the two stockades. The country around was now completely alive with rebels; and it was thought better to intrench for the night, to give time to bring up the guns and rest the men.

The next morning at seven, we again advanced towards Chiang-zu, with a portion of the artillery; the Imperialists keeping us company; but found that the rebels had retreated during the night. A short distance from Kooshan, six large stockades had been erected, three on each side of the creek, but they were empty. Not far from these again, was a large village, outside of which were the bodies of 24 Imperialists, crucified and branded with hot irons; they had belonged to a fleet of war junks which had been driven on shore up the river. Further on were four more stockades, also evacuated by the rebels—two on either side of the creek. After this, the road was clear to Chiang-zu, and thither Major Gordon pushed forward. Rebel intrenchments had been constructed round all the gates, but they were evacuated, and we were gladly admitted within the walls, which were well manned. Major Gordon was received in great state by the chiefs who were grandly dressed in silks, embroidery and pearls; and expressed the greatest delight at being relieved. They had, it will be remembered, sent in their allegiance together with 8,000 of their followers, so long as three months ago; and since that time they have been closely besieged by some 40,000 rebels, who had, several times, been quite close to the walls. After the Tai-tsan failure one of the disciplined Chinese prisoners was sent to them by the victorious side, together with three heads of the officers killed in the attack, to ask them again to change their allegiance, but they declined. The two 32-pounders left before Tai-tsan by Capt. Holland were brought to Chiang-zu; placed in position about 500 yards from the walls, and were followed by five foreigners, but after three days firing they burst—it is supposed on account of overcramming with Chinese shot. Among other objects of interest found in the city were two Frenchmen, who had come into the city to aid the rebels, but had followed the example of the others in changing their long-haired for shaven masters, and remained with them ever since. The besieged were without ammunition, and consequently could not return the rebel fire; they had rice enough for a twelvemonth; but no animal food, and as the city was closely invested on all sides, none could be got in. Strange to say, however, the besieged themselves sold them small quantities of beef at enormous prices. Verily the Chinese are a most incomprehensible people. The rebels could have had no other end in view than reduction of the city by starvation; else, the besieged having no ammunition, they would surely have endeavoured to carry it by assault long before; yet here we see them helping to defeat their own object by furnishing them with means of holding out. The mandarins looked care-worn, having been in a state of considerable suspense while hearing of the failures of the successive expeditions sent to relieve them, but it is hoped their troubles are over for the nonce; as the country is now open to the north and south. Eleven hats and flags were brought for the city mandarins from Shanghai, as a reward for their return to allegiance, with which they seemed pleased. Chiang-zu itself is a large city, of considerable importance; it is built on the side of a hill, which commands a fine prospect of the country, and contains two large pagodas. Not much time, however, was wasted in it. So soon as Major Gordon had satisfied himself that the rebels had veritably retreated from the neighbourhood, he went back to Soonkiong, leaving a garrison of 300 men to hold the east stockade as these were found to be remarkably strong one. I presume, however, that they have now been withdrawn when relieved by the Imperialists. The success of the expedition has been complete, and both officers and men deserve every commendation for their conduct throughout.

MILITARY PATROL WITHIN THE BOUNDARY.

(From the North China Herald, April 18.)

On Friday, the 3rd April, an expedition under the command of Captain Murray, R.A., consisting of 100 men of the 31st Regt., a detachment of Bombay N. I., and 20 Mounted Artillery, with two mountain guns, set out from Shanghai to patrol over the country within the upper portion of the thirty mile boundary, in case the rebels should venture to overstep the limit during the absence of so large a portion of the Soonkiong force at Fooshan. The first day's march was to Na-ziang, and the second to Kading, where the boats containing the two guns, with the wagons, ammunition, commissariat supplies, &c., which had followed them by another route, came up. From Kading, the whole force proceeded to Lo-ho, and again proceeded to Wy-con-sin on Sunday, and after a short halt, Captain Murray rode forward during the afternoon, with the 20 mounted artillerymen to Wong-ze-zow. As the confines of the boundary had now been reached in this direction, the column was ordered, on Monday, to make the best of its way to Ludong, Ka-ding, while the troops marched for the same destination across country, via Co-lun-sin. On Tuesday, Capt. Murray rode with a portion of his men to Lu-di-jow, also on the confines of the boundary, and saw a few rebel scouts who, however, retired on his approach, and the troops rode back to Ludong in the afternoon. On the 9th, the whole force marched, via Kading, to Lotien, and halted there for the night, leaving the greater portion of the force at Lotien. Captain Murray rode the next day, with the mounted troop, to Le-ho, which is some eight or nine miles distant. A number of rebels were seen on the opposite side of the Leho creek, where they have erected several stockades; they even had the audacity to fire a few shots at our troops as they approached, but did no injury; and Captain Murray's orders not to cross the boundary being peremptory, he did not attempt to punish them. The Imperialists have several stockades between Wy-cong-sin and Co lun-sin, one opposite Ludong, and some between Luding and Kading; but not one near Leho. It is a pity that they cannot be induced to attack the two small outworks which the rebels have erected there, and fortify the position strongly. It could easily be defended, as the position is an excellent one, and in case of need a small gun could soon get up the creek. Captain Murray returned the same day to Lotien: and having completed the object of the expedition and seen no disposition on the part of the rebels to intrude within the forbidden limit, marched with the whole force to Lu-ka-dong on the 10th, and on the following day to Shanghai, which he reached after an absence of eight days. The principal places visited, Wong-ze-zow, Co-lun-sin, Luc-di-jow and Lebo are all on the confines of the boundary; Co-lun-sin being, we believe, only four miles distant from Tai-tsan. It is highly gratifying to learn that the country generally has much improved; that the inhabitants were coming back to their villages, and the crops forward and flourishing. It is singular, however, that Kading is an exception to the general rule of re-population. It is still comparatively deserted.

THE PRINCE OF WALES AT THE ROYAL ACADEMY.

(From the Globe, May 4.)

Probably on no other occasion is there collected together so much of the greatness and intellect of England as at the festival with which the Royal Academy inaugurates its annual exhibition. The Fine Arts are personified by the hosts, while eminence of all kinds—high birth, political fame, science and literature—is splendidly exemplified in the guests. On the present occasion, the distinguished character of the assemblage was borne out to a more than usual extent. Three Royal Princes, the two Archbishops, most of the members of the Cabinet, many representatives of historic names, a crowd of those whose genius, is expressed in science, art, and literature, made up a gathering well epitomising, as it were, the greatness of the country. There is no sight in the kingdom which we could show to a contemporary historian from other lands with more honest pride than that which was to be witnessed on Saturday evening within the walls of the Royal Academy.

The event which gave an especial interest to the meeting of Saturday—that which brought it into distinct prominence as compared with preceding anniversaries—was the presence of the Prince of Wales. It was the first occasion on which his Royal Highness attended a public dinner. What may be called his maiden speech was delivered at the table of the Royal Academy, and certainly no more worthy or appropriate occasion could be selected for his *début*. It was worthy of his high position to identify himself with so great a gathering of intellect, to engraft Royalty upon the aristocracy of genius congregated around, while nothing could be more appropriate than that, as the son of a beneficent and discriminating patron of Art, he should pay so high a compliment to a meeting dedicated to the Fine Arts. On such an occasion it is difficult for those who have to give expression to the general gratification to avoid what may appear to be adulation, and at the same time use those words of respect, of gratification, and of pleasure necessary to indicate the feelings of those in whose name they speak. On Saturday evening, however, this would appear to have been happily accomplished, and we may honestly felicitate the President of the Royal Academy on the fact. In his hands Art seemed to lose none of its self-respect in the manner of its welcome to its illustrious guest, while we may fairly say that the Prince's acknowledgment of his health was modest, simple, and most appropriate.

At a gathering of this kind we always expect, and generally find, in the speeches of the evening some evidence of the intellectual *calibre* of the assembly. On the present occasion we should award the palm in this respect to the Archbishop of Canterbury and Lord Palmerston. The observations of both were very happy. The Archbishop saw in the artists around him worthy coadjutors of the Church in the work of extending charity and ennobling mankind. The painters not merely worked to please the eye; they preached and instructed. In those who sat round the board the first Minister of the Church recognised men

> "Whose pictured morals charm the mind,
> And through the eye correct the heart."

He welcomed them as valuable fellow-labourers in the same field, and associated them with the Church, much as Mr. Thackeray did with literature, and Sir Roderick Murchison with science as an "United Service." Moralising more sportively, Lord Palmerston found in the collection on the walls a series of the most varying and pleasurable sensations. Bodily as well as mental delight was to be derived from the illusions generated by the different scenes brought before us by the artist with marvellous reality. The man who walks in from Trafalgar-square from a cold east-windy day, may find relief in the contemplation of a warm Italian sunset, or bask as it were amid the luxurious stillness of a tropical scene. If he turn into the Academy on one of those broiling July days that we used to experience in former years, and of which we still have an occasional reminiscence, he may be refreshed by the contemplation of a skating scene with what appear to the eye to be real ice and real snow-balls. If he be young, and contemplate matrimony, what a wonderful variety of beauty he may contemplate without offending any one or giving occasion for awkward questions as to his intentions. Real life may be studied without the trouble of encountering it. With not less wisdom and truth because thus sportively did Lord Palmerston point the moral of the occasion, and with no strained connection between the limner's art and the great business and the great lessons of life, dwelt upon the wide spread influences of such an exhibition. The reflections engendered by such a meeting as that of Saturday are of the most pleasing that can be dwelt on by an English man. When the foremost of those who are born great meet in friendly union with those who have achieved greatness, knit together by humanising and ennobling sympathies, we may all regard it as one of the most wholesome and gratifying spectacles of which we can boast.

BANQUET AT THE ROYAL ACADEMY.

THE PRINCE OF WALES' FIRST PUBLIC SPEECH.

(From the Express, May 4.)

On Saturday evening the President and Council of the Royal Academy gave their anniversary entertainment to a distinguished assemblage, at their rooms in Trafalgar-square. The presence of his Royal Highness the Prince of Wales gave unusual *eclat* to the celebration.

The company began to arrive soon after 2 o'clock, and spent the interval till dinner was announced in admiring the gems of British art which adorn the walls and form the exhibition for the year of the Royal Academy.

Sir Charles Eastlake presided, having on his right his Royal Highness the Prince of Wales, his Royal Highness Prince Louis of Hesse, &c.

After dinner,

The President proposed the first toast, "The Health of her Majesty the Queen," which was drunk with all the honours, and next, "The memory of the great and good Prince Consort." Drunk in silence.

The President then proposed the "Health of his Royal Highness the Prince of Wales and the rest of the Royal Family." (Loud and continued cheering.) The toast was drunk with all the honours.

His Royal Highness the Prince of Wales, who spoke evidently under deep emotion, but in a peculiarly clear and pleasing tone of voice and with great impressiveness of manner, said—Sir Charles Eastlake, your Royal Highnesses, my lords and gentlemen,—It is with the most contending feelings of pleasure, pride, and sorrow that I rise to return you thanks in the name of myself and the royal family for the kind terms in which you, Sir Charles, have proposed our health, and for the very cordial way in which this distinguished assembly has received it. (Cheers.) I cannot on this occasion divest my mind of the associations connected with my beloved and lamented father. His bright example cannot fail to stimulate my efforts to tread in his footsteps—(loud cheers)—and whatever my shortcomings may be, I may at least presume to participate in the interest which he took in every institution which tended to encourage art and science in this country—(cheers)—but more especially in the prosperity of the Royal Academy. (Loud cheers.) Adverting to my marriage, I beg you to believe how grateful I feel for, and I may be permitted to add how sincerely I appreciate, the sentiments you have expressed with reference to the address. (Loud cheers.) I know that I am only speaking her mind in joining her thanks to mine on this occasion. (Loud cheers.) We neither of us can ever forget the manner in which our union has been celebrated throughout the nation—(cheers)—and I should be more than ungrateful if I did not retain the most lasting as well as most pleasing recollection of the kind expressions and reception which on my attendance at your anniversary meeting has evoked this evening. (Loud and continued cheering.)

The President then gave "The health of his Royal Highness the Prince Louis of Hesse." (Cheers.)

His Royal Highness Prince Louis of Hesse said,—Mr. President, your Royal Highnesses, my lords and gentlemen—I have been much flattered by your kind invitation, which has enabled me to spend this evening in so distinguished an assembly. Still more gratified have I been by the kind way in which you have welcomed me, and in which you have drunk my health and that of the Princess. While I return my warmest thanks in both our names, I take this opportunity of expressing my devotion and gratitude to your beloved Queen and her family, and my profound admiration of this great and noble country, to which I am most sincerely attached. (Cheers.)

The president next proposed "The Army and Navy, and the Volunteers."

The toast was drunk with all the honours.

His Royal Highness the Duke of Cambridge returned thanks for the army, the Duke of Somerset for the navy, and Lord Elcho for the volunteers.

The President next proposed the "Health of the noblemen and gentlemen who this day honour the Academy with their presence."

The Archbishop of Canterbury rose and spoke as follows,—Sir Charles Eastlake, your royal highnesses, my lords and gentlemen,—It is not always an easy matter, when speaking in behalf of numbers with whom one has had no previous concert, correctly to interpret their sentiments, but I am sure I shall not be in error when I assure you of the high gratification which all those who have been privileged to be your guests this evening have experienced, and when I tender to you in their name our united thanks for the courteous and splended hospitality with which you have received us. (Cheers.) It is not, however, for the banquet alone which you have prepared for us that our cordial acknowledgments are due; but also for that brilliant feast for the eye, that fine refreshment for the taste, which you have furnished in such ample and happy profusion. (Cheers.) This annual gathering is on many accounts memorable; but in this respect most worthy of note, as being an act of homage paid to genius by the most distinguished throughout the land in the different walks of life; as their willing tribute of gratitude to art for all the pure pleasures of which it is to them the source. (Cheers). Each of us will regard that exquisite art which adorns these walls from his own point of view. For myself, I must not forget that in the early days of its revival it was the constant handmaid of religion, and that those great masterpieces which seem to have been the offspring of piety, were powerful aids to reverence and devotion. (Cheers.) Altered circumstances did, indeed, in later days, somewhat change the direction in which the current of genius used to flow. But still art has, and ever will have a high and noble mission to fulfil. That man, I think, is little to be envied who can pass through these rooms and go forth without being, in some sense, a better and a happier man; if, at least, it be so, as I do believe it to be, that we feel ourselves the better and the happier when our hearts are enlarged as we sympathize with the joys and the sorrows of our fellow men, faithfully delineated on the canvass—(cheers)—when our spirits are refreshed by the touching representations of the playfulness, the innocence, the purity, and may I not add (pointing to Millais's picture of "My first Sermon") the piety of childhood—(cheers)—when generous emotions are kindled by the spectacle of some great and noble sacrifice made at the call of duty and of conscience; or as we trace the lineaments of the great and the good (pointing to the portrait of Sir G. Cornewall Lewis) who have departed from this earthly scene—(cheers)—and their place knoweth them no more—lineaments in which we recognise the sagacious intellect, the profound thought, the transparent probity there recorded, for the instruction and admiration of those who shall come after. (Loud cheers.) These are a few of the obligations we owe to art, and in the full view of them, I am sure you will all with one heart and mind join me in the toast I am about to propose—"Prosperity to the Royal Academy." (Loud cheers.) May this institution never fall below the high level we see it has attained; may it rather soar above and beyond it; and under its fostering influence may art ever employ itself in elevating the moral tone of the country, while it refines its taste, in purifying the character from base and sordid feelings, and prompting it to all that is good and generous and noble. (Loud cheers.)

The President—Your Royal Highness, my Lords, and Gentlemen,—On the part of the members, I beg to return their and my own respectful thanks for the distinguished honour conferred on the Royal Academy. I am happy to conclude from the opinions I have gathered that the present exhibition, as compared with its predecessors, is considered to sustain its reputation—(cheers)—and, which is also most important, that it contains the elements and promise of future advancement, and, I trust, of future excellence. (Cheers.) Of this institution itself it is unnecessary for me to speak, since its principles and its practice, its advantages and its difficulties, are at present the subject of inquiry by a commission. At all events, this is not the moment for the Academy to state its case. Passing from this subject to the duties before me, I have now the honour to propose the health of one who is entitled to the respect and gratitude of the friends of science and art, the promoters of education, and the upholders of time-honoured institutions. I have the honour to propose "The health of Viscount Palmerston." (Loud cheers.)

The toast was received with enthusiasm.

Viscount Palmerston, who on rising was loudly cheered, said—Mr. President, your Royal Highness, my Lords, and Gentlemen,—I need not, I am certain assure you that nothing can be more gratifying to the feelings of any man than to receive that compliment which you have been pleased to propose, and which this distinguished assembly has been kind enough so favourably to entertain, in the toast of his health. It is natural that any man who is engaged in public life should feel the greatest interest in the promotion of the fine arts. In fact, without as great cultivation of art no nation has ever arrived at any point of eminence. We have seen great warlike exploits performed by nations in a state, I won't say of comparative barbarism, but wanting comparative civilisation; we have seen nations amassing great wealth, but yet not standing thereby high in the estimation of the rest of the world; but when great warlike achievements, great national prosperity, and high cultivation of the arts are all combined together, the nation in which those conditions are found may pride itself on holding that eminent position among the nations of the world which I am proud to say belong to this country. (Loud cheers.) It is gratifying to have the honour of being invited to these periodical meetings, where we find assembled within these rooms a greater amount of cultivation of mind, of natural genius, of everything which constitutes the development of human intellect than perhaps ever is assembled within the same space elsewhere. (Cheers.) And we have, besides, the gratification of seeing that in addition to those living examples of national genius, the walls are covered with proofs that that national genius is capable of the most active and admirable development. (Cheers.) Upon the present occasion, Mr. President, every visitor must have seen with the greatest delight that by the side of the works of those whose names are familiar to all, there are works of great ability brought hither by men who are still rising to fame; and therefore we have the satisfaction of feeling that this country will never be wanting in men distinguished in the practice of the fine arts. (Cheers.) One great merit of this exhibition is, that whatever may be the turn of a man's mind, whatever his position in life, he may at least during the period he is within these walls indulge the most pleasing illusions applicable to the wants his mind at that time may feel. A man who comes here shivering in one of those days which mark the severity of an English summer—(a laugh)—may imagine that he is basking in an African sun, and he may feel imaginary warmth from the representation of a tropical climate. (Laughter.) If, on the other hand, he is suffering under those exceptional miseries which one of the few hot days of an English summer is apt to create, he may imagine himself inhaling the fresh breezes of the seaside; he may suppose himself reclining under the cooling shade of the most luxuriant foliage; he may for a time, in fancy, feel all the delights which the streets and pavements of London deny in reality—(cheers and laughter)—and if he happens to be a young man, upon what is conventionally said to be his preferment, that is to say, looking out for a partner for his life—(a laugh)—he may here study all kinds and descriptions of female beauty—(laughter and cheers)—he may satisfy his mind whether light hair or dark—(laughter)—blue eyes or black—(continued laughter)—the tender or the serious, the gay or the sentimental, are most likely to contribute to the happiness of his future life. (Cheers.) And without exposing himself to any of those embarrassing questions as to his intentions—(a laugh)—which sometimes too inquisitive a scrutiny may bring—(much laughter)—without creating disappointment, or breaking any hearts, or being referred to any paternal authority which he may not desire to consult—(laughter)—he may go and apply to practical selections those principles of choice which will result from the study within these walls. (Loud cheers and laughter.) Then those of a more serious turn of mind, who direct their thoughts to state affairs, and who wish to know what that august assemblage, the House of Commons, is composed of, may here (pointing to Phillips's picture behind the chair,) without the trouble of asking an order for the gallery—(a laugh)—without waiting in Westminster-hall till a seat be vacant, without passing hours in a hot gallery, listening perhaps to dull discourse in an uninteresting debate—they may here see what kind of thing the House of Commons is, and go back edified by the sight, without being bored by dull speeches. (Cheers and laughter). Now don't, gentlemen, imagine that I am romancing when I attribute this virtue to ocular demonstration—don't imagine that that which enters the eye does not sometimes penetrate to the mind and to the feelings. I will give you an instance to the contrary. I remember within these walls seeing two gentlemen, who evidently from their remarks were very good judges of horses, looking with the greatest admiration upon the well-known picture of Landseer, the "Horseshoeing at the Blacksmith's," and after they had looked at it for some time one was approaching nearer, when the other said in a voice audible to the whole, "For Heaven's sake, don't go too near, he will kick you." (Loud cheers and laughter.) Well, gentlemen, I said that a public man must take great interest in art; but I feel that the present government has an apology to make to one department of art, and that is to the sculptors; for there is an old maxim denoting one of the high functions of art, which is *Ars est celare artem*. Now there was a cellar—(much laughter)—in which the whole art of sculpture was concealed to the utmost extent of the application of that saying. (A laugh.) We have brought them comparatively into light—(cheers)—and if the sculptors will excuse us for having departed from that sage and ancient maxim, I am sure the public will thank us for having given them an opportunity of seeing those beautiful works of men of whom it may be said—

> "vivos ducunt de marmore vultus."

(Cheers.) I trust, therefore, the sculptors will excuse us for having done, not, perhaps, the best they might have wished, but, at least, for having relieved them a little from the darkness of that Cymmerian cellar in which their works were hid. (Cheers.) I beg again to thank you, gentlemen, for the honour you have done me in drinking my health. (Loud cheers.)

The next toast was, "The Interests of Literature," in connexion with which the president, after complimentary remarks, proposed the health of Mr. Thackeray, which was duly acknowledged by that gentleman.

The President next gave "The Royal Society, and the Health of its excellent President, General Sabine," which having been duly honoured,

Sir R. Murchison returned thanks.

Some of the usual toasts having been omitted, to enable his Royal Highness the Prince of Wales to fulfil other engagements, his Royal Highness the Prince of Wales, accompanied by his Royal Highness the Duke of Cambridge and his Royal Highness Prince Louis of Hesse, then retired, being conducted by Sir Charles Eastlake to the Middle-room, where an elegant service of tea and coffee was provided. The Prince remained some time inspecting the pictures and conversing with many of the distinguished guests.

The company broke up at ten o'clock.

PRIMEVAL MAN.—WHAT LED TO THE QUESTION?

(From the London Athenæum, April 4.)

Athenæum Club, March 21, 1863.

The whole question of the antiquity of the human race in Europe hinges upon the exact determination of the geological age of the cave deposits, ossiferous breccia, and quaternary alluvia, in which alone human relics have, hitherto, been met with. The difference of *pre-glacial* and *post-glacial* in these cases, involves a difference of a vast lapse of time. It is therefore of essential importance to know how, and by whom, the age of the boundary lines, and the proof of the other facts, have been established. For unless the English geologists, Mr. Godwin-Austen and Mr. Prestwich, have devoted themselves, with great success, to the study of the superficial quaternary or post-pliocene deposits, the former in the south of England, the latter in the valley of the Thames and other river valleys of the same geological age in the south east of England, generally. The following remarks refer especially to the researches of Mr. Prestwich. The geological age of the quaternary gravels and brickearths of the valley of the Thames, whether *pre-glacial* or *post-glacial*, has for thirty years been the subject of great difference of opinion among geologists, from the circumstance that nowhere could a section be found, showing them in contact, or in order of superposition with the "boulder clay." The palæontological evidence was regarded as indicating the former age, while the "general physicial phenomena" led Prestwich, Morris and Joshua Trimmer to consider them as being *newer* than the "boulder clay." This opinion was expressed by Mr. Prestwich, in the *Quarterly Journal of the Geological Society*, for 1855, 101; in that for 1856, p. 133; in his 'Clapham Lectures,' 1857, p. 30; and in 1851 he proved it stratigraphically by the "Kelsey Section" (*Quarterly Journal*, p. 446), where beds containing *Cyrena fluminalis* are in direct superposition (pointing under) the "boulder clay." He had satisfied himself, from the "special physical phenomena," that the valley of the Ouse, near Bedford, was flanked by, and excavated in the boulder clay, and that the "valley gravel," with mammalian remains, there contained *débris* of the "boulder clay," proving it to be newer than the latter. In 1858, he heard of the discovery of numerous mammalian remains in the railway cutting at Bedford, and went there with his friend, Mr. Evans, and identified bones of elephant, rhinoceros, hippopotamus, bos, equus and cervus, in a collection made by Mr. Reade, from the railway cuttings. On Mr. Prestwich's return from his first visit to Abbeville and Amiens, in company with Mr. Evans, in 1859, they fixed on Bedford as a place likely to yield flint-implements similar to those of the valley of the Somme. Mr. Prestwich was unable to go, but Mr. Evans went, and found, for the first time, land and freshwater shells in the Biddenham pit. He directed Mr. Wyatt's attention to these Bedford gravels as likely to yield flint-implements. These circumstances combined with the experience acquired by a visit to Amiens, in 1860, induced Mr. Wyatt to turn his particular attention to the Biddenham pit, where he was at last rewarded by the discovery of two well-formed flint-implements (Prestwich, *Quarterly Journal of the Geological Society*, vol. xvii. 1861, p. 366). Hearing of this, Mr. Prestwich and Mr. Evans arranged to pay an immediate visit to Bedford, accompanied by Sir Charles Lyell, "to whom Mr. Prestwich pointed out on the spot the relation which the fossiliferous gravels bore to the 'boulder clay,' and their post-glacial origin, which he afterwards illustrated by a section of the valley of the Ouse, in the paper just referred to."

In the 'Antiquity of Man,' p. 164, Sir Charles Lyell gives an account of the visit, leading off thus: "I examined these" (Biddenham) "pits, in 1861, in company with Messrs. Prestwich, Evans, and Wyatt, and we collected ten species of shells," &c. He then describes the valley of the Ouse, from a section, cut 23, which is copied from Mr. Prestwich, but inadvertently unacknowledged,—and concludes with the following paragraph:

"The step at least we gain by the Bedford sections, which those of Amiens and Abbeville had not enabled us to make. They teach us that the fabricators of the antique tools and the extinct animals coeval with them were all post-glacial, or, in other words, posterior to the great submergence of central England beneath the waters of the glacial sea." (p. 166.)

The general reader might be led to believe, as I find many have, that the important conclusions here stated were original results arrived at by the author; but Mr. Prestwich objects that the language of the whole account is not sufficiently guarded to express the fact that the post-glacial age of the beds in question, or their relations to the "boulder clay" which involve the rest, were points not determined by Sir Charles Lyell. To arrive at the final results occupied Mr. Prestwich several years; the joint trip was despatched in a day.

Again in the remarks on the chronology of the fluviatile deposits of the valley of the Thames, 'Antiquity of Man,' p. 160, the following passage occurs:—"Although no fragments washed out of these older and upland drifts (glacial) have been found in the gravel of the Thames containing elephants' bones, it is fair to presume that the glacial formation is the older of the two, for reasons given before at p. 150, and that it originated, as we shall see in a future chapter, when the greater part of England was submerged beneath the sea. In short, we must suppose that the basin of the Thames and its fluviatile deposits are post-glacial, in the modified sense of that term, *i. e.* that they were subsequent to the marine drift of the central and northern counties, and to the period of its emergence above the level of the sea." For aught that is said here, the reader might suppose that these were original inferences of the author. Mr. Prestwich dissents from the above statement, and claims to have brought forward these opinions in his published papers at a time when Sir Charles Lyell still contended for the pre-glacial character of these deposits. There are other cases to which Mr. Prestwich makes similar objection, and which he will discuss elsewhere.

Next, as regards the ossiferous caves, in some of which human relics of remote antiquity occur. The question of the precise geological age of their mammalian fossil contents, whether pre-glacial or post-glacial was in the same unsettled state as that of the "drift-gravels," just discussed. Prof. J. Phillips in his 'Manual' of 1855, distinctly refers to the pre-glacial era "the greater number of ossiferous caves and fissures, containing elephant, hippopotamus, hyæna," &c. (op. cit. p. 411). The late Joshua Trimmer, an observer of weight in all that concerns our quaternary deposits, also referred to the pre-glacial period "the mammalian crag, and the remains of the bone-caverns in general" (*Quarterly Journal of the Geological Society*, 1859, vol. vii. p. 25). Sir Charles Lyell, in the fifth edition of his 'Manual,' takes a similar view, and classes them among the "Newer Pliocene Formations' *below* the boulder clay; while in the Supplement to that fifth edition, published in 1859, he states that they may be of any age, from the "Norwich crag" (pliocene to the post-glacial era, embracing an enormous lapse of time (op. cit. p. 8). In May, 1860, after several years' study of the question, in all the cave districts of England and in numerous caves abroad, I communicated to the Geological Society a Memoir on the "Gower Caves," in which, after balancing the different classes of evidence, and instituting a comparison between the Welsh caves and those of the other cave-districts in England in particular, and of Europe in general, the following conclusions were arrived at:—"1. That the Gower Caves have probably been filled up with their mammalian remains since the deposition of the boulder clay.—2. That there are no mammalian remains found elsewhere in the ossiferous caves in England and Wales referable to a Fauna of a more ancient geological date.—3. That *Elephas (Lozodon) meridionalis* and *Rhinoceros Etruscus* which occur in, and are characteristic of, the "submarine forest bed" that immediately underlies the boulder clay on the Norfolk coast, have nowhere been met with in the British caverns.—4. That *Elephas antiquus* with *Rhinoceros hemitœchus*, and *E. primigenius* with *Rh. tichorhinus*, though respectively characterizing the earlier and later portions of one period were probably contemporary animals; and that they certainly were companions of the cave-bears, cave-lions, cave-hyænas, &c., and of some at least of the existing mammalia."—*Quarterly Journal of the Geological Society*, 1860, 13th June.

These inferences were at least definite, in making the ossiferous caves of England and Wales to be "post glacial," in accordance with the only opposition in discussion when communicated, but they have not since been impugned; and they have now been accepted by Sir Charles Lyell, as being in harmony with the extinct Fauna of the valley of the Ouse, and with the post-glacial age of the latter, which I have shown above was solely established by Mr. Prestwich's researches. I may add, that the Cave "hyæna," the "Paviland" to Dr. Buckland; "Spritsail Tor" and the "Mewslade" fissure to my friend Col. Wood, besides abundance of flint-knives and bone-weapons Early in my cave investigation, I became familiar with them all. In the spring of 1858, I made an excursion to the cave district of the Mendips, Devonshire, and south Wales. At Torquay, when examining "Kent's Hole," Mr. Everest and myself heard of the discovery of a new cave at Brixham. We proceeded thither on the 17th of April. The cave was then intact: but was examined, and made the subject of a report under an arrangement to explore it. On the 12th of May, 1858, I read to the council of the Geological Society a communication, describing the cave, the promise which it held out of important results, and the cave-discoveries which I anticipated from a fair and systematic and "combined effort among "geologists to organise operations for having it satisfactorily explored, before mischief is done by untutored zeal and desultory work." The Geological Society warmly espoused my recommendation, and forwarded it to the Royal Society, which, on the 13th of May, gave a grant of 100*l.* for the object. So hearty was the co-operation of men of science on this occasion, that within little more than twenty-four hours after the case was brought forward, the means were provided to meet it. Miss Burdett Coutts with characteristic munificence, contributed the sum of one hundred pounds. A committee was appointed to co-operate with me in London, Sir Charles Lyell being a member; I had the sole charge of laying down the plan, and giving the instructions upon which the exploration was to be conducted, and personally, of whom I am happy to say, that never, I believe, was an inquiry of the kind carried out with greater care, zeal, and ability than by him. Mr. Prestwich took charge of the financial and business details, and the investigation of some of the physical phenomena. When sufficient progress had been made, Mr. Ramsay and myself proceeded to Torquay, early in September, to examine the evidence. Mr. Pengelly produced excellent and trustworthy data. I identified the fossil bones, determined the flint-implements, and drew up the preliminary Report, in which it was announced that human industrial remains occurred in the Brixham cave, indiscriminately mixed with bones of rhinoceros, hyæna, and other extinct forms, in the undisturbed ochreous cave-earth, and that we had failed to discover that they had been introduced by diffusion from above or from the entrance. This was dated the 9th of September, 1858, was adopted by the Geological Society, and passed on to the Royal Society, which on the strength of the results arrived at, gave another grant of 100*l.* to prosecute the researches. The facts have been known to the Fellows of the Royal and Geological Societies during the month of October, 1858, and excited lively interest; and from that period dates the wane of scepticism among scientific men in England respecting the geological evidence of the existence of man in the company of extinct animals. The documents are filed in the Geological Society which prove that, from first to last, I was the prime mover in everything connected with the exploration of the Brixham cave, except the superintendence of the excavations. The exploration was made up solely at my suggestion in connexion with my cave researches, and for a specific object, of which the settlement of the question of the age of the human relics found in the "Gower Caves" formed a part. The account given in the "Antiquity of Man" is such a grave mis-statement of the case that the only excuse for it is that Sir Charles Lyell may never have taken the pains to consult the original documents, or those from whom they emanated. He abstained from applying to me on the subject and he does not indicate the source from whence his information was derived. Mr. Prestwich declines the position assigned to him by Sir Charles Lyell on the occasion. Now, as the re-agitation of the question of the antiquity of primeval man and the establishment of the proof from the cave evidence by myself, and from the stratigraphical evidence by Mr. Prestwich, arose immediately out of the Brixham cave exploration, it is but right that the facts of the case should be accurately known. From the Brixham cave I proceeded to Sicily, to explore the caves there, after visiting my friend M. Boucher de Perthes, at Abbeville, by previous arrangement; and near Carini I discovered the "Grotta di Maccagnone," in which fresh proofs of the great antiquity of primeval man turned up under very remarkable conditions (*Quarterly Journal of the Geological Society* 1859, Vol. xvi. p. 101). Here, again, Sir Charles Lyell opens his account of it with an untenable remark:—"Geologists have been long aware," &c. (op. cit. p. 174). I invite him to show in what geological works the familiar knowledge which he there asserts is to be found before the statement of the fact by me.

After the communication of the "Maccagnone" memoir on the 4th of May and 22nd of June, 1859, and of Mr. Prestwich's celebrated "Somme Valley" memoir, in the *Philosophical Transactions* on the 26th of May, the case of primeval man was established by two distinct lines of evidence. What has been done since has been merely to test confirmation of the facts by other observers which constitutes the touchstone by which the truths of science are verified. The area of the field of observation has also been largely extended, but nothing has been brought out to invalidate the original conclusions.

The above is the case which I have to put forward. The two fundamental points were, to fix the precise geological ages of the quaternary deposits, and of the ossiferous caves in which human relics are found. Both were both involved in great controversy. Mr. Prestwich was mainly instrumental in settling the first: the second was determined by me. In the events which led to the re-agitation and proof of the question of primeval man, I brought to light the cave evidence; he followed up by the investigation of the deposits containing flint-implements in the valley of the Somme. The reader of the 'Antiquity of Man' would have difficulty in arriving at a just idea of these facts from a perusal of that work. Some of the errors and omissions which its author has committed may be attributed to the circumstance that he had not acquired that intimate knowledge of the history of the subject which was requisite to qualify him for narrating what others had done. But it is much to be regretted that Sir Charles Lyell should not have been sufficiently careful to avoid using language liable to the misconstruction that he was mistaking the observations and generalizations of other geologists for his own. There should never be the slightest ambiguity of expression in such cases. The world at large is under obligations to those philosophers who, like Sir Charles Lyell, communicate the new results of science to the educated public, but they are expected to give an impartial narrative; and it cannot be permitted that the broad line of demarcation which seperates their peculiar labours from the researches of original observers should ever be confounded. Sir Charles Lyell struck in with the set of the current, to take up the question when it was launched as a proved case in 1859, and while Mr. Prestwich and myself were still occupied in following up our inquiries. This alone should have made him scrupulously careful in his statements. He has written a work of 500 pages on the "antiquity of man." I have shown in what manner he has dealt in it with the labours of those who were concerned most in stating the question. I now invite Sir Charles Lyell, or any one else on his behalf, to point out a single new fact, or one solitary special observation which he has contributed bearing on the *immediate* subject of the *proofs* of the "antiquity of man." There may be many such: I am curious to know what they are, and where they are to be found. I exclude from the *certes* the parallel roads of Glenroy, Greenland icebergs, New Zealand earthquakes, Archæopteryx, Himalayan Mud, and other outlying topics which he has employed, with such consummate skill, to throw light on the question.

I need hardly add, that I have been authorized by my friend, Mr. Prestwich, to make those statements contained in the above remarks which have reference to him.

H. Falconer, M.D.

March 24.

P. S.—I observe that at pp. 216-217 Sir Charles Lyell gives a list of the fossil mammalia of the pre-glacial "Forest and Lignite Beds" of the Norfolk coast between Cromer and Happisburgh, where he couples my name with the identifications; "Named by Dr. Falconer and other geologists." That list was never submitted to me: it has been published without my authority or cognizance; and as a whole, it is either so erroneous or imperfect that I object to my name being connected with it.

H. F.

Business Announcements.

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Hummum Street, 8th May, 1863.

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